



Chicago Forward

Department of Transportation



The background image shows a city street scene under a large, yellow-painted steel elevated structure, likely a train or light rail bridge. A blue van with the 'DIVV' logo and 'DIVIDE & SHARE' text is parked on the left. A cyclist is riding past it. In the center, a silver sedan is parked. To the right, a red car is visible. Further right, a modern building with a glass facade and a tall, narrow tower is visible. In the foreground, several people are walking on the sidewalk. A row of blue bicycles is parked on the right side of the sidewalk. A 'NO TURNS' sign is visible on the left side of the street. The scene is captured during the day with warm lighting.

Action Agenda 2013 Update



>> Congress Pkwy streetscape illumination



OFFICE OF THE MAYOR CITY OF CHICAGO

121 N. LaSalle Street • Chicago, Illinois 60602
www.cityofchicago.org • @chicagosmayor

Dear Fellow Chicagoans,

No city in America relies on its transportation infrastructure more than Chicago. Our program for 'Building a New Chicago' strengthens our infrastructure to not only improve the quality of life for current residents and businesses, but also to ensure our infrastructure is fit to serve the next generation of Chicagoans.

In transportation, it means rebuilding bridges, reconstructing CTA rail, and resurfacing streets so that they last for our children and grandchildren.

It means providing Chicagoans with more safe and affordable choices to get around the city, from new CTA stations, to Bus Rapid Transit, to Divvy.

And it means ensuring that our infrastructure supports the needs of a large manufacturing company, a tech startup, or a neighborhood restaurant, and that our facilities are attractive and accessible for all Chicagoans to use.

The accomplishments documented in the Chicago Forward Update demonstrate the incredible pace at which the Department of Transportation has worked to support this vision of Building a New Chicago. I applaud their tremendous efforts and challenge them to push further over the next two years.

Sincerely,

Your Mayor

Rahm Emanuel



>> Visualization of Bloomingdale Trail



DEPARTMENT OF TRANSPORTATION CITY OF CHICAGO

30 N. LaSalle Street, Suite 1100 • Chicago, Illinois 60602
www.chicagodot.org • @ChicagoDOT

Dear Chicago,

I am incredibly proud of the Chicago Department of Transportation's achievements under Mayor Emanuel in the last 2 1/2 years. In May 2012, we published the Chicago Forward Agenda to set the tone and specific metrics that the Mayor and I committed to as we dug in to Chicago's transportation challenges and opportunities. In this update, we are not only checking in on progress toward our goals, but also highlighting new programs and innovations to serve Chicagoans.

CDOT had been focused on delivering the basics well. We want not only to keep delivering these services more consistently and with better quality, but also to stretch the agency to think more about safety for all modes, the value of public space, and what next-generation services CDOT could deliver.

Whether we looked at potholes, paving, or keeping the streetlights on, CDOT aimed to step up our game significantly in terms of response time. Our new Program Coordination Office saves taxpayers' money while minimizing the disruption of construction in the public way to our businesses and families. Through better materials and innovative methods, the City is reducing the impact of construction on our environment and "doing more with less."

A safe city is a growing city, a happier and healthier city. CDOT has led the country in putting pedestrians first, which results in safer travel for all. We now plan and engineer Complete Streets as a default, have a range of safety education campaigns, and are launching the most data-based automated speed enforcement program in the United States. Tying this all together is our new Safety Zone program around 1500 parks and schools to provide traffic safety improvements for our most vulnerable citizens.

We have also strived to build upon Chicago's rich legacy of public space. Mayor Emanuel came into office with a pledge to build the Bloomingdale Trail; CDOT secured federal funds and construction is now underway. We also brought the Mayor the Riverwalk project (which he loved) and secured a \$99 Million federal infrastructure loan to allow us to build it sooner. Meanwhile, the Make Way For People program aims for quick, lower cost placemaking improvements in communities across Chicago.

And we can't do it alone. Through partnerships with other agencies like the Park District and CTA, we assure that multi-modal connections, and new services like Bus Rapid Transit and Divvy bikeshare have maximum impact. (At over a million miles ridden in the first three months, it's safe to say that Chicago loves Divvy, and Divvy loves Chicago.)

Thanks Chicago for your confidence in us thus far, we promise to work to keep Chicago moving onward and forward.

Gabe Klein
Commissioner, Department of Transportation

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>> This is Chicago Forward.

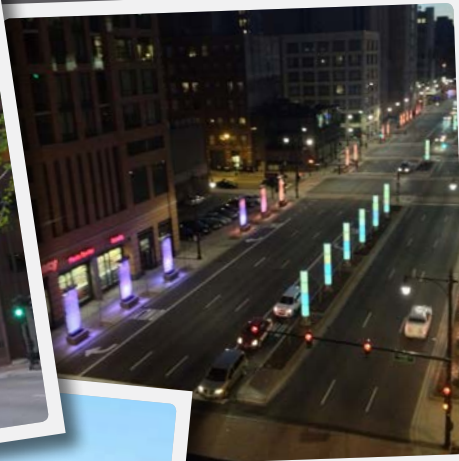
ACTION ITEMS

Headlines

50 Safety Zones are being equipped with Automated Speed Enforcement.



Chicago's first "all-way" pedestrian crossing.



CDOT opens the Congress Pkwy streetscape illumination project.



Design begins for the Chicago Riverwalk, and federal loan secured for upcoming construction.



Construction begins on the Bloomingdale Trail.





Divvy bike share launches in Chicago.



Make Way for People Program expands throughout Chicago.



CDOT installed barrier protected bike lanes along Dearborn St and Milwaukee Ave.



Construction begins on the new Cermak-McCormick Place Green Line station.



Construction begins on Torrence Ave and the Wells St Bridge.



Safety First

At CDOT, our top priority is ensuring the safety of all of the users of Chicago's transportation system. Everyone should feel safe walking, biking, or driving to their destination or transit station, regardless of their age or ability. We are driven by the goal of eliminating all traffic crash fatalities within ten years, including pedestrian and bicycle fatalities.

To move towards this goal, we have created Children's Safety Zones around schools and parks, installed leading pedestrian intervals at signalized intersections, and increased visits from the Ambassador Program across the city. But we still have much more to do, in all aspects of our work, as we make Chicago's streets as safe as possible.





Safety First

actions & progress

8,420

students visited
by Ambassador
Programs

50

Safety Zones with
automated speed enforcement

14,000

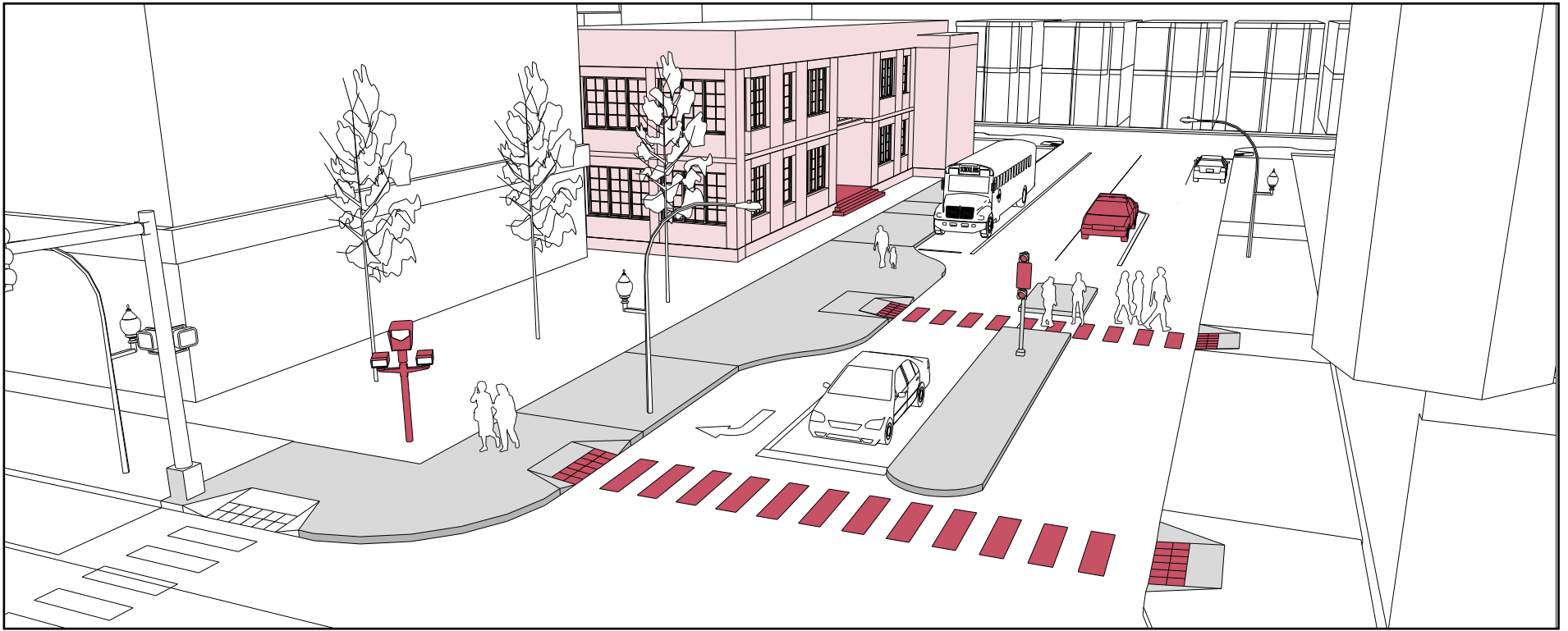
"LOOK"
campaign decals distributed



1. Evaluation

In addition to over 300 location-specific traffic studies that CDOT conducts each year, we are working to gather data citywide and analyze causes and conditions that contribute to safety hazards. All fatal crashes involving pedestrians or bicycles are analyzed, and high-crash locations in the city are examined to find low-cost and quick-to-implement improvements that will help advance our goal of zero fatalities in ten years.

>> Safe Routes to School, Chinatown



2. Engineering

CDOT's core approach to design is ensuring the safety of all users, from children to seniors. The recently completed Complete Streets Chicago Design Guidelines will bring more consistency to our safety-by-design approach. We also continue to innovate with new design elements such as bicycle signals and "all-way" pedestrian crossings.

3. Enforcement

While we work hard at evaluation and engineering to create safety by design, enforcement is also necessary so that all users share the road safely and courteously. In addition to partnerships with the Chicago Police Department to support safety-related law enforcement activities, CDOT amplifies these efforts with technological tools like red light cameras and the new automated speed enforcement system.

4. Education

CDOT helps drivers, pedestrians and cyclists stay safe in the public right of way. We work across the city to educate, promote awareness, and provide reminders promoting safe, courteous, and enjoyable travel. We continue to build on the success of established programs like the Safe Routes to School and Bicycle Ambassadors, and we are working harder to reach Chicagoans for whom English is not the primary language.

Evaluation

- | | |
|--|---|
| • The City's top 10 crash locations are identified each year and evaluated on-site for design improvements. Federal funds have been requested for two of these locations. |  |
| • Sites of crashes that kill cyclists or pedestrians are investigated to identify safety improvements, with results reported regularly to the Commissioner's Office. |  |
| • Traffic and safety issues are investigated as part of streetscape and other roadway projects - such as IDOT's resurfacing of Foster Ave. However, comprehensive neighborhood traffic studies do not yet have consistent funding. |  |
| • CDOT now has access to Argonne National Laboratory's traffic simulation model (TRANSIMS) of local and citywide traffic operations. |  |
| • A bicycle safety study, in collaboration with the University of Illinois-Chicago, was completed and released June 2013. |  |
| • A model was created and used to prioritize placement of red-light and automated speed enforcement cameras in the top 50 Children's Safety Zones. [See page 18] |  |
| • Sign reflectivity assessments are no longer an action item due to changes in federal requirements. | N/A |

Engineering

- | | |
|--|---|
| • A 20 mph design speed is now used when we redesign residential streets, such as the Berteau Ave Greenway in the 47th Ward. |  |
| • The Complete Streets Chicago Design Guidelines, which put a new priority on pedestrians, were published April 2013 and became CDOT design standards. |  |
| • Countdown signals were installed at 20 locations in 2013. To meet our original goal of installing 300, further funding is needed. |  |
| • Leading Pedestrian Intervals (LPI) have been designed for 45 intersections, working towards the goal of 100 LPIs in 2013 and 2014. |  |
| • Bicycle signals have been installed at 14 pilot locations serving protected bike lanes, exceeding the goal of 10. |  |
| • One pedestrian refuge island has been installed. Five more being developed for 2013 installation are pending approvals and funding. The goal of 10 locations per year will continue. |  |
| • In-street "State Law: Stop for Pedestrians" signs, speed indicator signs, and related devices are now in use at 168 locations. Most are funded with help from local aldermen. |  |
| • Adoption of a City policy for Accessible Pedestrian Signals is on hold pending approval of new national rules. |  |

A note about scorecard pages

These "scorecard" pages are provided in each chapter of this document. The text and the icons in the scorecard show the status of CDOT's progress toward completing each individual action item that was laid out in the 2012 Chicago Forward CDOT Action Agenda. Therefore, certain action items are marked as 'complete' even though the overall project may still be in progress. For example, the action item "begin concept design for rebuilding North Lake Shore Drive," is reported in this document as 'complete' since the design process has been started. Many new actions are also laid out in this document to continue progress when original goals have been achieved.

Before Opening
Your Door

CDOT



BAC
BUSINESS AREA
CONSUMER PROTECT

2013.1

Enforcement

- CDOT is finalizing the selection of a new vendor to continue automated enforcement of red lights at intersections.
- Automated speed enforcement camera installation began in August 2013 to serve Safety Zones around schools and parks. [See page 19]
- The Chicago Police Department (CPD) and CDOT partnered to conduct 137 enforcement events (exceeding the goal of 100) to help protect to pedestrians and cyclists.
- CDOT worked with CPD to develop a required pedestrian safety training bulletin and e-learning course for all officers that outlines common motorist violations that affect pedestrian and bicycle safety. CDOT also provided a quick reference card for CPD officers, and supported increased enforcement in target districts with high pedestrian crashes.
- Although CPD holds trainings for officers on bicycle and pedestrian safety topics, there are not yet formally assigned bike and pedestrian safety trainers within the Police Department.



Education

- CDOT's Bike and Safe Routes Ambassadors together held 5% more events than last year, visiting 85 schools and reaching 8,240 students.
- CDOT doubled the number of schools that received a second, message-reinforcing, visit from Ambassador Programs (from 37% to 67%) and also trained 1,200 Safe Passage Ambassadors.
- Media safety education focused on distracted driving and the "LOOK" campaign for cyclists and pedestrians.
- Five trainings on non-motorized traveler safety for non-English proficient populations (including at least two in Spanish) are scheduled for 2013.
- 14,000 "LOOK" safety campaign stickers and nearly 7,000 "Be Safe Be Alert" bumper stickers were distributed to be placed on taxi cabs and City fleet vehicles. The Department of Business Affairs and Consumer Protection uses CDOT-provided training materials for new Taxi drivers, but a program still needs to be developed for specialized training for City fleet drivers.
- This fall, 20 trainings for senior citizens on walking and biking safety are scheduled, halfway to a goal of 40 by 2014.
- The Chicago Conservation Corps has delivered several presentations on bike facilities and Divvy and supports grassroots, volunteer-led, safety events.
- CDOT is still exploring methods to distribute bike helmets as part of Divvy.



symbol key



complete/
ongoing



in-progress



requires
improvement

New Actions

- + Install improvements in 50 Safety Zones in 2013 and 50 additional Safety Zones in 2014. ☐
- + Install speed indicator signs at 25 new locations in conjunction with the automated speed enforcement and Safety Zone programs. ☐
- + Evaluate the effectiveness of automated enforcement methods, including progress toward the goal of a 70% reduction of speeding in Safety Zones by the end of 2014 and identifying red light cameras that have reduced crashes enough to warrant removal. ☐
- + Try out the use of Shared Street ("woonerf") designs on residential streets. ☐
- + Try out the use of raised pedestrian crosswalks on residential streets. ☐
- + Integrate the use of formal design and site selection standards from the Complete Streets Design Guidelines into all work in the public way by 2014. ☐
- + Develop policies and standards for automated bicycle counters and deploy at least two test locations in 2014. ☐
- + Identify locations to test the use of Leading Bicycle Interval signal timing. ☐
- + Provide at least ten youth bike camps each year, including at least five new locations. ☐



All-way Pedestrian Crossing

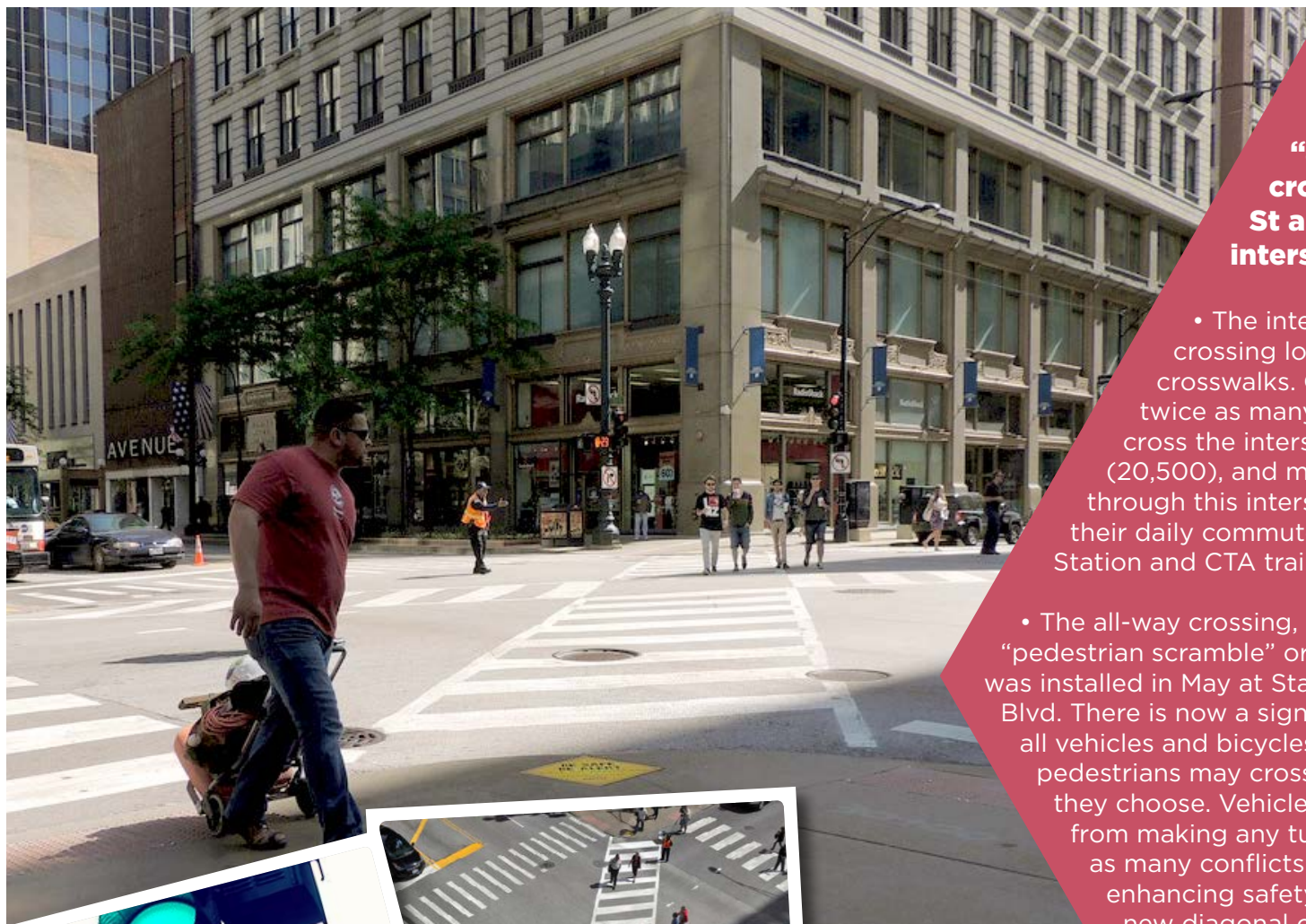
This spring CDOT launched a pilot of the city's first "all-way" pedestrian crossing at the State St and Jackson Blvd intersection in the Loop.

- The intersection is a popular crossing location on all four crosswalks. On a typical weekday, twice as many pedestrians (41,600) cross the intersection as vehicles (20,500), and many people walk through this intersection as part of their daily commutes to and from Union Station and CTA trains.

- The all-way crossing, also known as a "pedestrian scramble" or "Barnes Dance," was installed in May at State St and Jackson Blvd. There is now a signal timing phase when all vehicles and bicycles are stopped and pedestrians may cross in whichever direction they choose. Vehicles are also prohibited from making any turns, eliminating as many conflicts as possible and enhancing safety for all. CDOT striped new diagonal crosswalks through the middle of the intersection to allow people to cross directly to any corner.

- CDOT will evaluate the results after several months. If the program proves successful, it will be made permanent here and other intersections will be tested.

>> The "all-way" crossing, was installed in May at State St and Jackson Blvd, where 41,000 pedestrians cross on a typical weekday.





The Children's Safety Zone Program improves safety around community anchors and encourages more pedestrian activity among kids.

Spotlight

Safety Zone Program

Every year over 800 children are hit by motor vehicles in Chicago when they are walking. This represents 25% of all crashes in the city in which pedestrians are struck. Children are our most vulnerable travelers, so making sure they can safely walk to and from school or their neighborhood park is a top priority for CDOT.

There are 1,500 Safety Zones around schools and parks across Chicago. Each Safety Zone will eventually include improvements such as pedestrian refuge islands in crosswalks, Safety Zone signage and street stencils, high-visibility crosswalk markings, speed feedback signs, speed humps, traffic signal changes, rebuilt curbs and ramps, pedestrian countdown timers, leading pedestrian intervals, and in-street “Stop for Pedestrians” signs.

This Safety Zone shown below at W. 63rd St and Claremont Ave has been created to help children who attend Claremont Academy in West Englewood/Chicago Lawn. Between 2008 and 2010, there were 32 crashes involving minors at this intersection, and 16 of these involved children who were walking or biking being hit by motor vehicles.

Automated Speed Enforcement

- Beginning this fall, automated speed enforcement cameras will be installed in some Safety Zones to reduce speeding by vehicles around schools and parks.
- Revenue from speeding violations will be used for programs that enhance the safety of children, including: after school anti-violence and jobs programs; crossing guards and police officers around schools; and, infrastructure improvements like the ones listed above.
- A 90-day public awareness campaign will be conducted before the cameras are installed. It will include public service announcements, advertisements and radar signs in Safety Zones to display driver speed.



Rebuild & Renew

Designing our new infrastructure to last longer and maintaining our existing assets are two of the smartest investments that we can make.

Every dollar spent today on fixing and maintaining our existing investments helps avoid more costly and disruptive repairs in the future.

When roads and rails have reached the end of their useful life and major work is needed, an opportunity exists to rebuild better than before.



BUILDING A NEW CHICAGO



Modernizing Neighborhoods | Creating Jobs | Investing in our Future

For additional information, please call 311 or visit www.cityofchicago.org



Rebuild & Renew

actions & progress

300,000

potholes filled in 2013

67 miles

of arterial streets
resurfaced

866

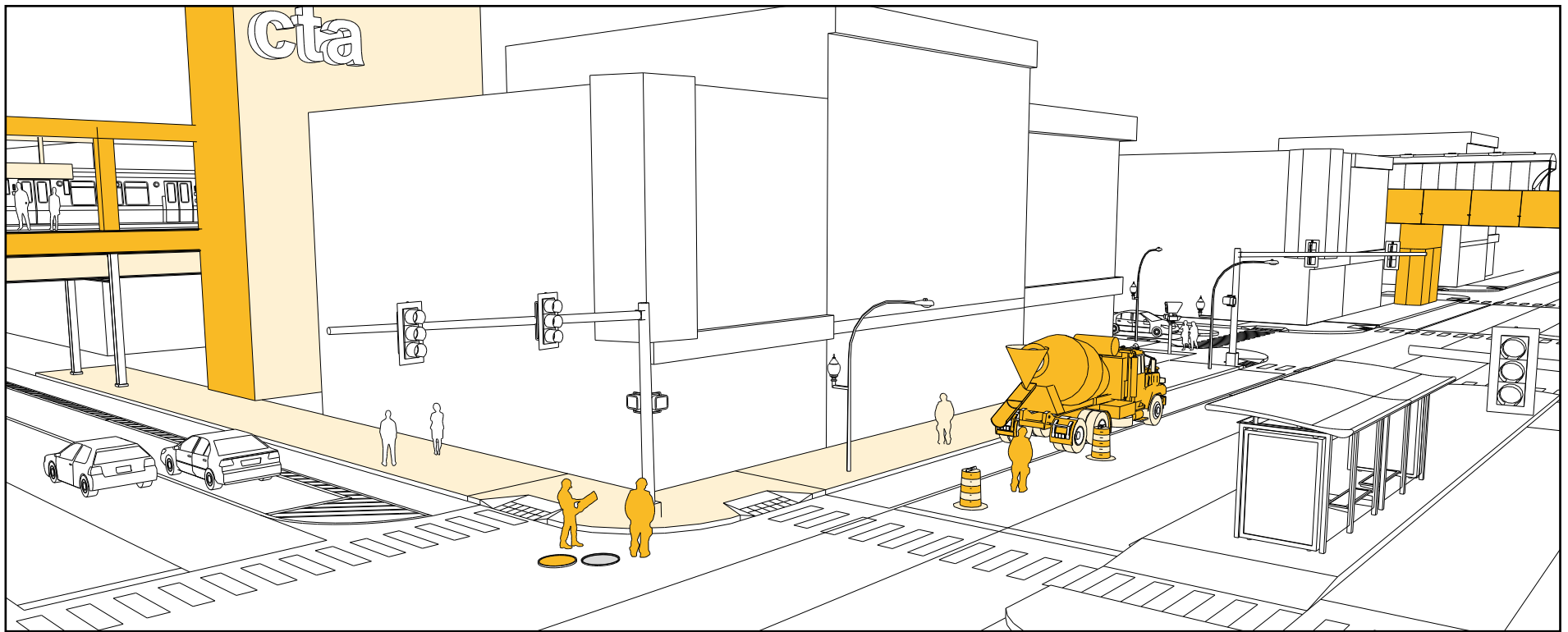
participants
in shared cost sidewalk
program



1. Make it last with maintenance

When maintenance is done well, the results are truly seamless. On-time scheduled maintenance is one of the most sensible places to invest, as it ensures that infrastructure lasts the full duration of its constructed life and that Chicagoans can count on a safe, smooth and reliable journey.

>> Demolishing the old Wacker Drive



2. Fix it first and build it better

Even well maintained infrastructure can reach the end of its useful life when its form or function becomes out of date with today's requirements. These moments present a major opportunity to modernize our infrastructure so that it lasts longer and can serve the needs of the city for decades to come.

3. Inspect & coordinate

The public right-of-way houses many functions, from the gas, sewer and telecom lines below the sidewalk, to the cafes and streetlights that sit on top of it. Coordinating work among these users and responding to issues quickly helps reduce public expense, prolongs infrastructure life, and minimizes inconveniences and disruptions to users.

4. Seek equitable and reliable resources for these efforts

Metropolitan Chicago is home to almost two-thirds of the population in Illinois, so a strong Chicago supports a strong region and a strong state. However, the region receives less than half of Illinois' gas tax revenues, and this can make it a challenge to invest and maintain at the level required. CDOT continues to address this imbalance by negotiating with funding agencies and identifying new sources of revenue.

Make it last with maintenance

- | | |
|---|---|
| • CDOT filled over 300,000 potholes (many in spring) and is on-track to fill every pothole generated last winter well before winter returns. |  |
| • New pothole repair technologies were explored to improve speed and reduce costs, but they failed to produce satisfactory improvements. Other alternate technologies should be identified. |  |
| • Pavement Condition Index rating updates will begin this fall, to be followed by restriping or resurfacing of roads rated in greatest need of repair. |  |
| • Design of engineering improvements has started on all 10 bridges with a Bridge Condition Index of 3 or less (on a 1-9 scale). |  |
| • CDOT crews are on target to refresh pavement markings on at least 100 miles of major streets, and at 800 locations on local streets. |  |
| • CDOT and CTA partnered on a successful grant request for \$16 million to upgrade tracks on the O'Hare branch of the Blue Line to eliminate all slow zones. |  |
| • 30 miles of on-street bikeways have been renewed, including Wells St, Clark St, and Milwaukee Ave, toward a goal of 125 miles by 2014. |  |
| • Sidewalk construction is underway for the 866 residences participating in the Shared Cost Sidewalk Program this year, exceeding the goal of 700 participants. |  |
| • We continue to keep landscaped sections of the public way (such as medians and boulevards) maintained and attractive. |  |
| • CDOT cleared protected bike lanes of snow this past winter and has swept them on a monthly basis in 2013. CDOT will continue to work with Streets and Sanitation to develop a permanent sweeping and plowing program for these lanes. |  |

Fix it first and build it better

- | | |
|---|---|
| • The Wacker Drive construction project was completed on-schedule and opened to traffic at the end of 2012. |  |
| • CDOT paved 74 miles of arterial streets in 2012 and 67 miles in 2013, exceeding our resurfacing goals. |  |
| • Construction will begin shortly for removing the obsolete Ashland Ave overpass at Pershing Rd and replacement with an at-grade intersection. Removal of the Western Ave overpass at Belmont Ave is being engineered for construction in 2014. |  |
| • The Wells St Bridge reconstruction is on-schedule to reopen by December 1. [See page 30] |  |
| • Reconstruction of the Torrence Ave lift bridge over the Calumet River was completed in 2012. |  |
| • Construction has been completed on LaSalle Dr in Lincoln Park, the Halsted St Bridge over the Chicago River, Ogden Ave (Fulton Market to Randolph), and the Laramie Ave Viaduct at Polk St. |  |
| • New shoreline revetments (protective retaining walls) have been built from 43 rd St to 45 th St, and construction will start in 2013 at Fullerton Ave and from Irving Park Rd to Montrose Ave. |  |
| • Bridges in Chicago's parks have been rebuilt at Fullerton Ave in Lincoln Park, and Kedzie Ave in Marquette Park. Construction will start later this year on the pedestrian/bicycle bridge to access the Lakefront Trail at 35 th St. |  |
| • Three public meetings in August 2013 helped identify community priorities, which include improving conditions for all users of the Lakefront Corridor. |  |
| • Design has begun for the Wells-Wentworth connector between Roosevelt and Cermak Roads. |  |

symbol key



complete/
ongoing



in-progress



requires
improvement

Inspect & coordinate

- A Project Coordination Office has been set up to improve coordination of underground utility work and restoration of roadway cuts. [See page 53] ✓
- Although CDOT has improved the restoration time of “plumber’s cuts” by utilities, it is difficult to always restore cuts within 14 days due to seasonal closure of asphalt plants. ➔
- CDOT is working with the Department of Human Resources to hire at least three new public way inspectors. ➔
- Field staff have been equipped with new smartphones to streamline inspection work. ✓
- A new SharePoint file-sharing system and project conflict mapping procedure will improve project coordination. ✓

Seek equitable and reliable resources for these efforts

- Despite CMAP encouraging change, the statewide distribution of transportation funds remains entitlement-based rather than need-based. ⚖
- New Federal legislation ended Safe Routes to School funding, eliminating the need for action on related IDOT policies. N/A
- The cost of improvements at high safety risk locations was determined for three applications to the Federal Highway Administration discretionary Highway Safety Improvement Program. Additional funding sources still must be identified. ➔
- A city transportation fund to support continuous and reliable investment in our local system has not yet been established. However, net revenues from Divvy and some revenues from the Riverwalk Program will be used toward re-investment in our infrastructure. ⚖



New Actions

- | | |
|--|----------------------------------|
| + Publish results of the Pavement Condition Index by 2014 to guide resurfacing investments on arterial streets. | ☐ |
| + Begin construction of 18 th St Bridge over the South Branch of the Chicago River in 2014. | ☐ |
| + Begin construction of the Adams St viaduct over Union Station tracks in 2014. | ☐ |
| + Begin final engineering of twin bicycle and pedestrian access bridges to the Lakefront at 41 st St and 43 rd St. | ☐ |
| + Secure additional equipment for snow removal and street sweeping of bike lanes by 2014. | ☐ |
| + Resurface 50 miles of arterial streets in 2014. | ☐ |
| + Start building the realigned Damen/Elston/Fullerton intersection in 2015. | ☐ |
| + Save at least \$10 Million each year by continuing to coordinate street resurfacing projects with other public and private sector utility-related projects. | ☒ |
| + Expand the use of web-based utility-coordination tools by private-sector utilities. | ☐ |
| + Applications seeking \$42 Million in federal funds were submitted in 2013 to the Illinois Transportation Enhancement Program and CMAP Transportation Alternatives Program. | ☒ |

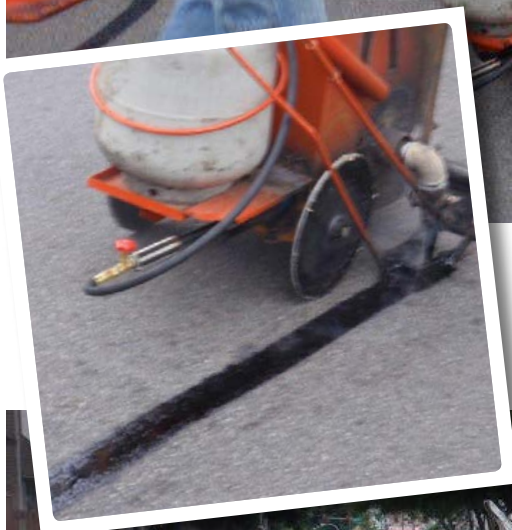


Crack Sealing Program

Last summer, CDOT operated an in-house crack sealing program for the first time in over a decade.

- The goal of the program is to preserve investments made when the City resurfaces streets.
- Crack sealing has two primary purposes. First, it prevents the intrusion of water through a crack into the underlying pavement structure. Second, it prevents extraneous materials from entering the crack and causing further deterioration as the pavement expands and contracts with temperature changes.
- In 2013, this four-month program covered 486 residential blocks of streets (60+ miles) that were last resurfaced in 2009 in neighborhoods throughout the City.
- In addition, CDOT is also trying out a program to seal cracks on about 30 miles of arterial streets that were also resurfaced in 2009.

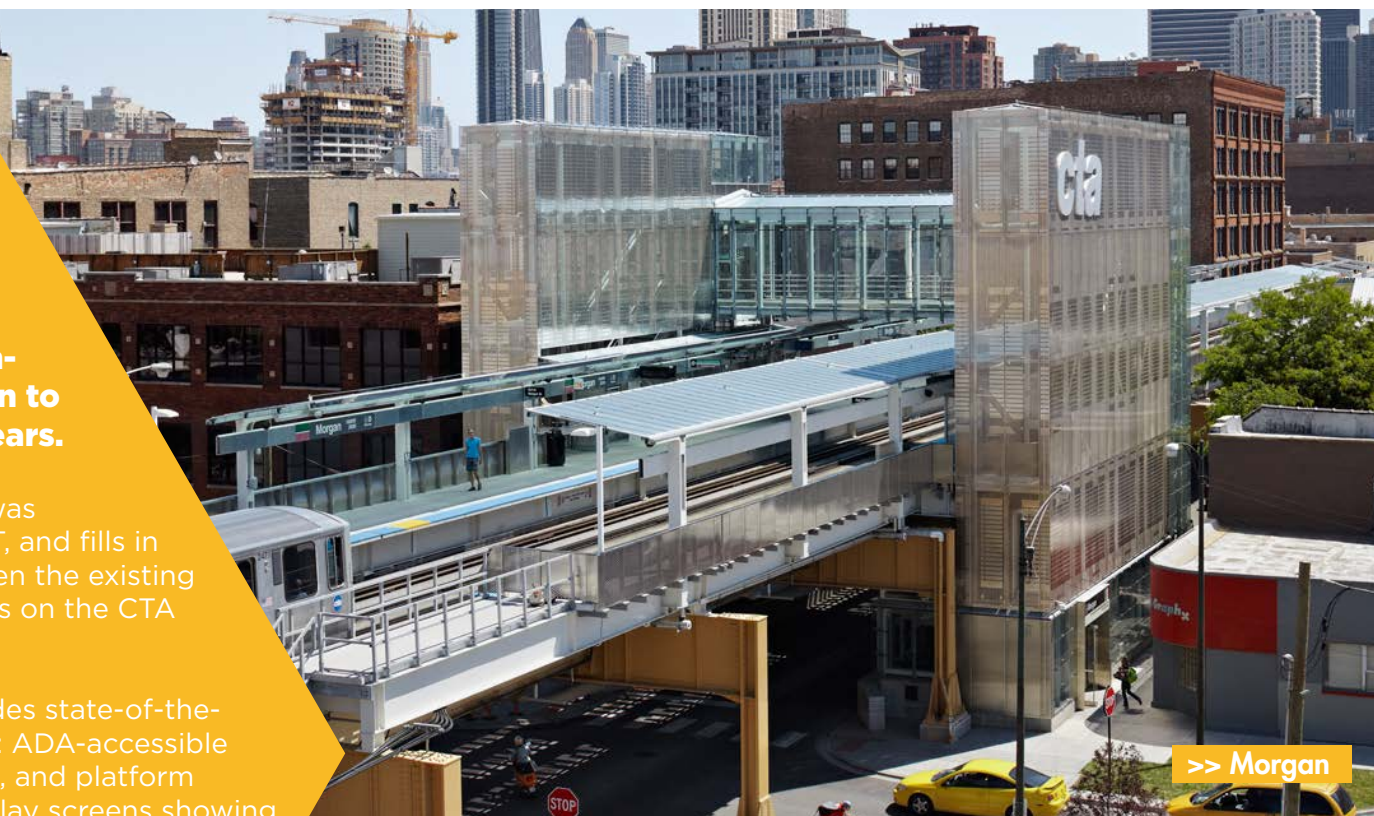
>> The crack sealing program will greatly enhance the durability of the roadway, extending the life of these streets by 5 years.



New CTA Stations

The Chicago Transit Authority's 145th rail station opened May 24, 2012. Morgan Station marks the first new, non-replacement CTA station to open in Chicago in 18 years.

- The new Morgan Station was designed and built by CDOT, and fills in a nearly 1.5-mile gap between the existing Clinton and Ashland stations on the CTA Green and Pink lines.
- The Morgan Station provides state-of-the-art design and functionality: ADA-accessible entrances, security cameras, and platform features such as digital display screens showing train arrival information.
- New development continues to occur around the station, including the relocation of Google's Chicago office.
- The CTA network includes more than 50 miles of track and more than 50 stations owned by CDOT.



>> Morgan

>> The new Morgan station makes it easier for people from across Chicago to access the art galleries, restaurants, and businesses of the growing and vibrant Randolph Market area. It will have a profound impact on the local community in terms of job creation.



>> Washington/Wabash concept



>> Cermak-McCormick Place design

CDOT is now building another new station at Cermak-McCormick Place on the Green Line.

- The station is located in the 2-mile gap between the existing Roosevelt and 35th-Bronzeville-IIT stations, and will provide much needed access to rapid transit for neighborhood residents and businesses, supporting Motor Row redevelopment.
- Adding another access point to McCormick Place is expected to provide a significant boost to the convention industry and help visitors get downtown quickly and affordably.
- Construction is underway and expected to be completed in 2014.

We are also planning to add a new station at Washington/Wabash in the Loop.

- The new superstation will replace two 116-year-old stations just two blocks apart at Randolph St and Madison St along Wabash Ave.
- It will have wider platforms and be ADA accessible with escalators and elevators.
- Construction is scheduled to begin in 2014.



Our bridges are lifelines for Chicago's commuters and cargo, and icons on the city skyline. And the reconstruction of the Wells St Bridge couldn't be a better example of the challenges this presented for our engineers and skilled trades people.



Spotlight

Wells St Bridge

With the CTA Brown and Purple lines running on the top-deck and carrying riders on 77,000 transit trips across the Main Branch of the Chicago River daily, shutting down the bridge for months wasn't an option.

- To start and finish the work quickly, CDOT created an ambitious plan to build a replacement bridge off-site with new trusses and steel framing for the lower level road and upper level railway structures. The bridge's historic elements, railings, bridge houses and major structural components will be replaced to preserve the 1920s look of the bridge.
- The new sections, one for each half of the bridge, were installed during two 9-day shutdowns of the bridge. During each shutdown, construction crews cut free and hoisted away by crane one half of the old bridge and set it down. Then, crews floated in a new, pre-fabricated, 250-ton section on another barge.
- 60 ironworkers and other skilled trades people worked 12-hour shifts, 24-hours a day over each 9-day period to ensure timely completion of the work and minimize disruptions for transit users.
- 4,000 bolts were installed during each shutdown. Crews had to ensure that the old and new segments of structural steel aligned properly, and that track, power and signal systems were restored for CTA trains to start running for the Monday morning rush hour.
- This reconstruction will extend the life of the bridge an additional 50 years.
- This is one of more than 300 bridges and viaducts, including 37 movable lift, swing, and bascule bridges along the Chicago and Calumet rivers, for which CDOT is responsible.



Choices for Chicago

While transportation is often about getting from A to B quickly, Chicagoans also look for affordability, reliability, convenience, comfort, the ability to integrate physical activity into travel, or the ability to catch up on work, social media, or relaxation on public transit. Better transportation choices create these opportunities and allow people to pick the option that is most suited to the needs of each day.

We are proud to showcase how Chicago's transportation landscape has changed dramatically over the last year, from the Jeffery Jump, to miles of new protected bike lanes, to the first new CTA station in decades. CDOT is committed to providing people with more and better options to get around the city.





Choices for Chicago

actions & progress

9,064

ADA ramps installed

3,000

Divvy bikes being deployed

57

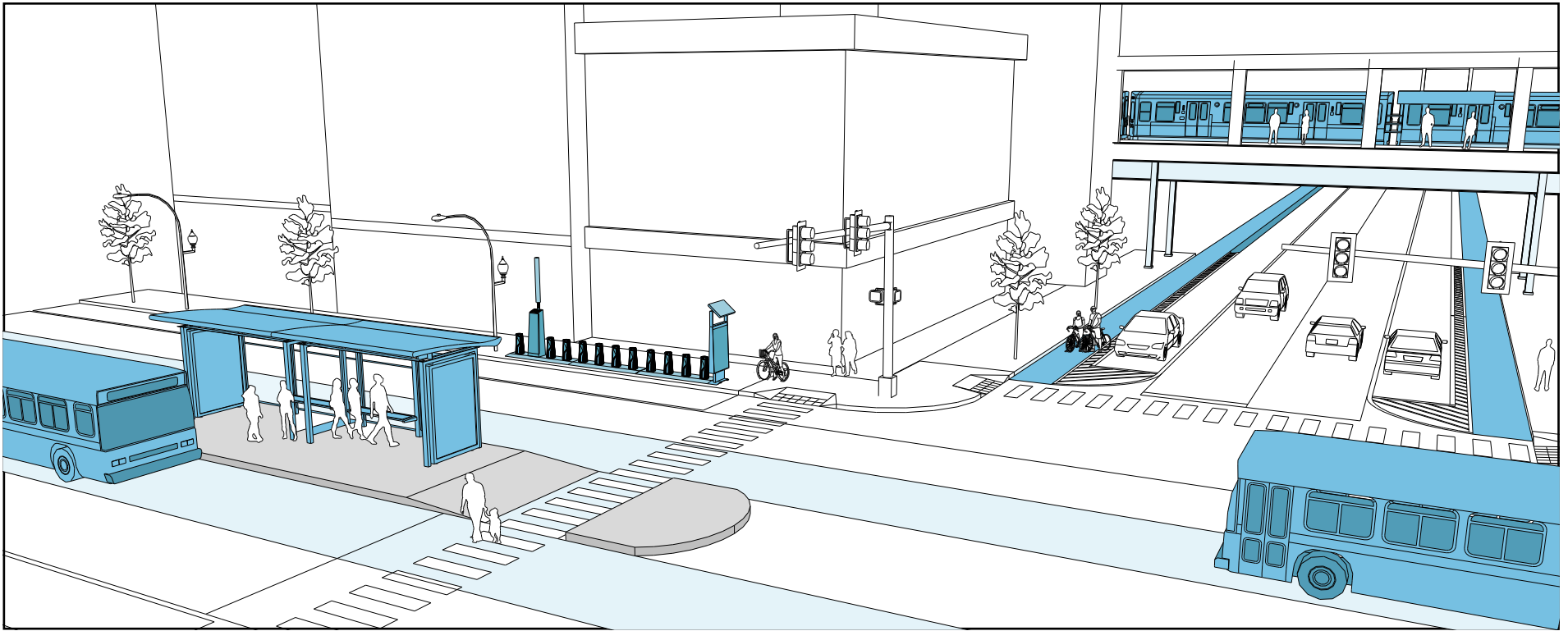
PlayStreets
pilot projects in 2013

1. More fully and consistently implement Chicago's Complete Streets Policy

Complete Streets design considers the safety, convenience and comfort of all roadway users regardless of how they choose to reach their destination. The new Complete Streets Chicago Design Guidelines establish a pedestrian-first design philosophy that puts a priority on keeping the most vulnerable users of the street safe. Putting the guidelines into practice and procedure brings consistency to how the principles are applied.

2. Make Chicago the best big city in America for cycling and walking

CDOT continues to strengthen Chicago's reputation as a model city for walking and biking. The city's network of protected bike lanes has grown from 2 to 43.5 miles, and dozens of miles of existing bike lanes have been refreshed and upgraded. New concepts to prioritize pedestrians are also being introduced, including: Open Streets events, slow zones, and, 'curbless' street designs. Divvy, Chicago's bike share system, is the second largest bike share system in the United States.



3. Provide all residents, workers and visitors efficient, affordable, attractive transit services

Although Chicago's rapid transit network historically grew with a focus on the Loop, CDOT is working together with CTA to bring better transit service across the city. The Dan Ryan branch of the Red Line is being completely rebuilt to improve the speed, reliability and comfort of transit service on the south side of the city. The inclusion of elements of Bus Rapid Transit on Jeffery Blvd and plans to fully implement Bus Rapid Transit in the Central Loop and on Ashland Ave introduce an efficient and new type of transit service to Chicago.

4. Improve intermodal connections and operations

CDOT works with CTA, Metra, Pace, the Regional Transportation Authority and other transportation system agencies to create more seamless connections between different modes – making each network stronger and more useful than it would be on its own. Introduction of the Divvy bike share system has created an entirely new opportunity for first/last mile connections. The Union Station Transit Center, to begin construction in 2014, will improve transfers from Amtrak and Metra trains to CTA buses.

5. Ensure predictable, safe and reliable motor vehicle operations

One of the most important ways to improve customer service for motorists in a large city is to increase the reliability of the road network so that people can predictably plan trips and travel time. To help achieve this, CDOT is working to modernize traffic signal systems and better communicate real-time information to the public on traffic conditions and disruptions.

Implement Chicago's Complete Streets Policy

- 9,064 curb cuts built in 2012 enhance access for people with disabilities and work is on-going for 2013. This far exceeds the goal of improving 8,000 curb cuts in 2012-2013. 
- Chicago's Complete Streets Design Guidelines were completed in 2013 and adopted in tandem with the Sustainable Urban Infrastructure Guidelines. 
- CDOT staff received training on the new Complete Streets Design Guide and Sustainable Urban Infrastructure Guidelines. Additional training for contractors, engineers, and professional groups will follow. 
- Testing is underway on the use of a Complete Streets Process Notebook in the initial stages of a project to assure Complete Streets principles are incorporated into CDOT's project delivery system. 
- All major street resurfacing projects are now reviewed for opportunities to incorporate Complete Streets elements, resulting in an extra 14.5 miles of bike lane installations in 2012. 
- Complete Streets Standards are posted on-line and required to be followed by all projects without need for a City Council resolution. 
- The Complete Streets policy requires that, in addition to national standards for "maintenance of traffic" plans for vehicles, projects must also fully consider pedestrian and bike flows to achieve compliance. 
- Light snowfall last winter did not make snow removal a focus. But, sidewalk clearance remains a priority and a process for tracking progress of snow removal is still being developed. 
- In partnership with the Department of Public Health, 57 PlayStreets pilot projects were programmed in 2013 to allow neighbors to regularly close streets to traffic in warmer months to provide space for active recreation. 

symbol key



complete/
ongoing



in-progress

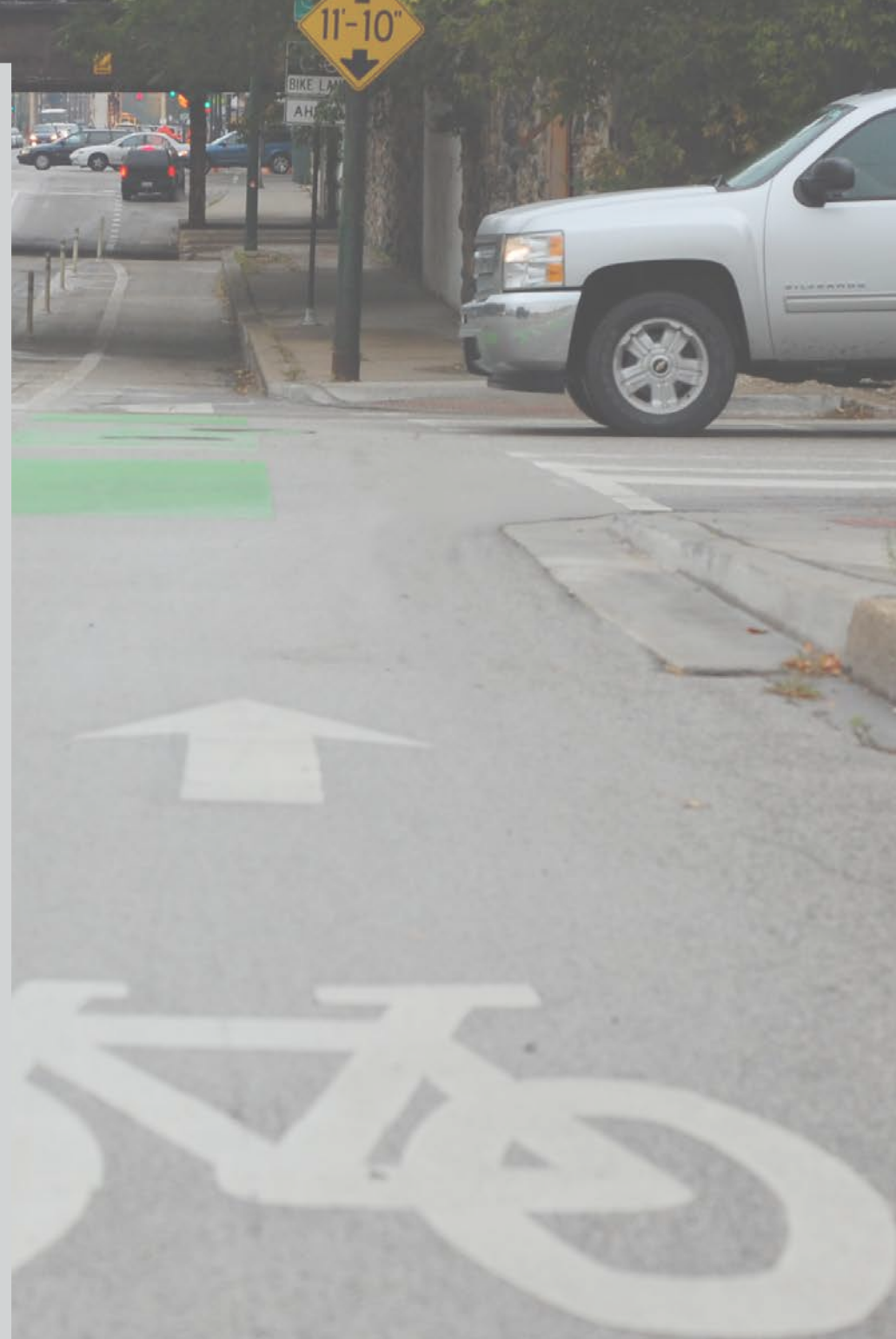


requires
improvement



Make Chicago the best big city in America for cycling and walking

- The first phase of the Divvy bike share program launched June 28, with 69 stations. The program is on-track for goals of 300 stations with 3,000 bikes in 2013 and 400 stations with 4,000 bikes by 2014. [See page 54] 
- The Chicago Pedestrian Plan and the Chicago Streets for Cycling 2020 Plan were released in 2012 and the Chicago Trails Plan will be released later in 2013. 
- 28 miles of protected bikeways were installed in 2012, exceeding the goal of 25. 35 miles are programmed for installation in both 2013 and 2014 to help reach our goal of 100 miles by May 2015. [See page 42] 
- In 2012, 11.7 miles of bike lanes and marked shared lanes were installed, exceeding the annual goal of 10 additional miles. 
- 1.65 miles of neighborhood greenways are under design or in construction. CDOT is working to identify additional locations to meet the goal of 10 miles by 2015. 
- Construction will begin in Spring 2014 on the first phase (Jane Addams Park to Ogden Slip) of the Lakefront Trail flyover bypass to eliminate conflicts with motorists travelling to/from Navy Pier. 
- Construction began in August for the Bloomingdale Trail, which will open by late 2014 and become the core element of the '606' park and trail system. 
- Design will soon begin on the Weber Spur Trail that will connect the Elston Bike Lane, the Sauganash Trail, and upcoming Forest Preserve and Village of Lincolnwood trails. 
- The proposed design for the North Branch Riverwalk Trail connection under the Addison Street Bridge has been submitted to IDOT for review. 
- 344 public bike racks have already been installed in 2013, toward a goal of 500. 
- Lakefront Trail improvements will be considered as part of the North Lake Shore Drive reconstruction study underway by IDOT and CDOT. 
- Design is underway for "Shared Streets" near DePaul University and the Argyle CTA Red Line Station as a result of exploring the "Slow Zone" (or woonerf) concept where everyone feels comfortable sharing the street. [See page 41] 
- An "Open Streets" event was held on Milwaukee Ave in 2013, opening this major street exclusively to pedestrians and bikes on a selected weekend. 



Provide all residents, workers and visitors efficient, affordable, attractive transit services

- The new CTA Green/Pink Line station at Morgan St was finished and opened in 2012. [See page 28] ✓
- Reconstruction of the Clark/Division Station on the Red Line (with a new entrance at LaSalle St) is underway. ✓
- Design for a new consolidated CTA station at Washington/Wabash in the Loop is underway and funding is secured. Construction will begin in 2014. [See page 29] ⏸
- Construction of the new Cermak-McCormick Place station is underway and will finish in 2014. [See page 29] ✓
- Elements of a Bus Rapid Transit (BRT) system on Jeffery Boulevard were built for CTA in 2012, and Transit Signal Priority will be operational by October 2013. [See page 44] ✓
- Federal grants were secured, and concept design and environmental approvals are complete for the Central Loop Bus Rapid Transit (connecting Michigan Ave with Union/Ogilvie stations). Final engineering is underway towards construction in 2014. ✓
- Environmental and traffic studies are underway by CTA (with CDOT support) for BRT on Ashland Ave. The selected alternative is center-running and service will start with the segment between the CTA Orange Line and the Metra UP-N/NW Lines at Clybourn. The next round of public meetings will occur in Fall 2013. ✓
- CDOT and civic partners will soon be starting a city-wide analysis of future opportunities for Bus Rapid Transit. ⏸
- Transit Signal Priority equipment will be installed at 200 intersections by the end of 2015 toward a goal of 440 intersections by 2018. ⏸
- CDOT and CTA worked closely to plan the Red Line Reconstruction Project now underway. ✓
- To support future CTA rail network expansion, CDOT purchased property to preserve it for a future extension of the Orange Line to 76th St and will continue to examine right of way options to extend the Red Line to 130th St. ✓



Improve intermodal connections and operations

- Design is almost complete (and land acquisition is in progress) for a new rail-bus transfer center at Union Station to be built in 2014 along with Central Area BRT. 
- The second stage of the Union Station Master Plan has begun and will be completed in 2014. 
- CDOT and Amtrak meet regularly to coordinate on Union Station issues. 
- Work is still needed to add more customized BusTracker and intermodal information on monitors in bus shelters, beginning with BRT routes. 
- High-capacity, double-deck bike racks were installed at five transit stations: Western (CTA Orange Line), 95th Street, Loyola, and Howard (CTA Red Line) and 55th-56th-57th (Metra Electric). 
- Divvy stations were installed at or near all CTA stations in the initial bike share service area and at the four Metra downtown terminals. 
- Design for the 'Walk to Transit' program is underway, and construction will start in 2014. 
- The Access to Transit Data Study, which reports customers' mode of access and perception of access conditions for 48 CTA stations, is complete. 
- CDOT supports RTA's efforts to add wayfinding signs at interagency transit transfer points. Signs on the Jackson Blvd and Van Buren St corridor were installed Summer 2013. 
- CDOT supports CTA and Pace's efforts to implement Ventra, a new, unified, electronic transit fare system. 
- CDOT is working with the Department of Housing and Economic Development to identify unpaid loading zones, private properties, and some on-street locations to expand car-sharing and bike parking at transit stations. 
- CTA and Metra do not currently have staff designated as pedestrian and bicycle coordinators. 

Ensure predictable, safe and reliable motor vehicle operations

- The www.chicagotraffictacker.com site continues to provide real-time information on traffic conditions. The addition of text message and email alerts is still in development. 
- CDOT is negotiating with a contractor for the final phase of the Traffic Management Center, which integrates 9-1-1 dispatch data and other systems to better operate the transportation network. 
- Installation of Advanced Traffic Controllers for improved vehicle operations and safety is scheduled to begin by the end of 2013. 
- CDOT will install 15 speed indicator signs by the end of the year and will seek proposals for a more extensive variable message sign program. 
- Hybrid fiber/wireless communications will be deployed as part of Transit Signal Priority work on the Jeffery Jump corridor. 
- Engineering has begun to upgrade signal interconnects with adaptive signal control technology on Lake Shore Drive (near Museum Campus) and on Irving Park Rd. 
- Funding is still needed for a citywide traffic signal optimization plan. 
- To enable faster updates, work is still needed to expand access of traffic signal databases to CDOT field offices. 

New Actions

- + Improve at least 8,000 curb cuts each year to further enhance accessibility. ☐
- + Continue to evaluate existing projects for opportunities to incorporate Complete Street objectives. ☐
- + Support Department of Public Health efforts to hold 50 Play Streets events in 2014. ☐
- + Prepare to further expand Divvy system to 475 stations to reach additional neighborhoods and adjacent suburban communities. [See page 38] ☐
- + Finish and publish the Chicago Placemaking Plan. ☐
- + Install additional bicycle sensors/detectors in 5 bike lane locations. ☐
- + Begin construction of the Roosevelt Rd Streetscape (State to Columbus), which will include raised bike lanes and CTA canopies. ☐
- + Begin design of protected bike lanes on Stony Island Ave (68th to 78th) to improve access to Jackson Park and the Lakefront Trail. ☐
- + In cooperation with CTA, begin a study to evaluate options to improve transit service in River North and Streeterville. ☐
- + Build Chicago's first residential Shared Street on Kenmore Ave (Belden to Fullerton) in 2014 in partnership with DePaul University. [See page 41] ☐
- + Install Chicago's first "slow lane" in 2014 on Upper Randolph St (Michigan to Field) adjacent to Millennium Park for shared use by slow-moving vehicles, including bicycles, Segways, and electric bikes and evaluate for possible use on other city streets. ☐



Shared Streets

CDOT is partnering with DePaul University and Argyle Ave merchants to test the Shared Street design concept.

- A Shared Street, inspired by the Dutch concept of a “woonerf” or “living street,” is a special type of street design that functions as a shared space used by pedestrians, cyclists, and slow-moving motor vehicles.

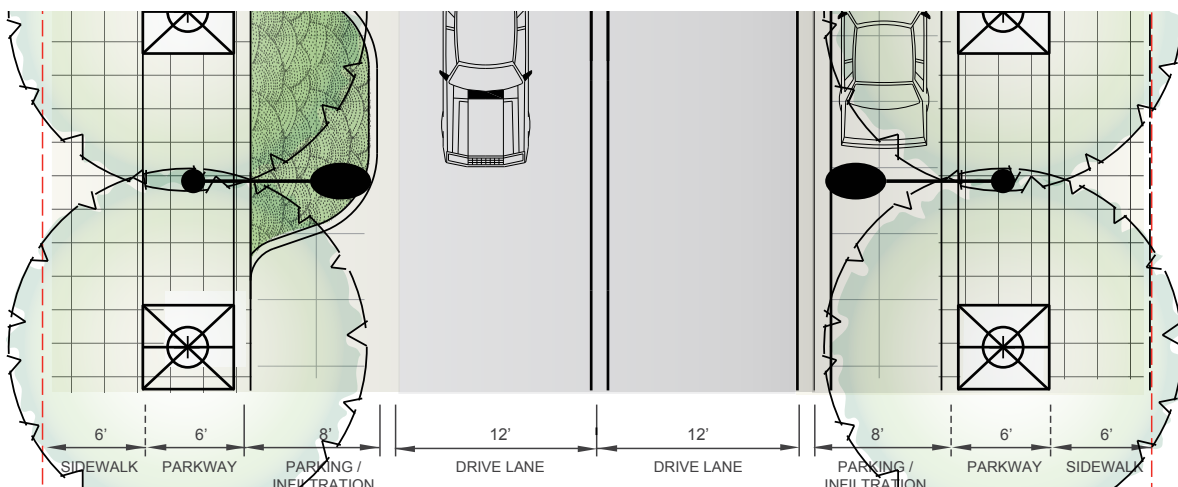
- It does not have curbs, but instead uses bollards, planters, outdoor seating, and other elements to create chicanes (a series of turns in the road) that slow down vehicle traffic.

- The Kenmore Ave (Fullerton to Belden) Shared Street is anticipated to be reconstructed by DePaul at their expense to include elements such as hardscape (e.g. brick or cobblestone), landscape, period style lighting, street furniture, and decorative bollards instead of curbs to guide traffic.

- Another Shared Street on Argyle St, by the CTA Red Line, will have a design that supports the surrounding Southeast Asian commercial district. It will allow temporary closures to motor vehicles for special night markets and events, and also include improved pedestrian crossings, trees, and light poles.



>> Shared Street designs on Kenmore Ave (above) and Argyle Ave (below) are examples of placemaking, where the community can fully enjoy these new “people streets.”



Protected Bike Lanes

Protected bike lanes are a tremendous leap ahead in making cycling safe and attractive to people of all ages - from 8 to 80.

- CDOT identifies the best solution to match the available roadway conditions. Protected bike lanes are often created by reducing the width or number of motor vehicle travel or parking lanes.
- Barrier-protected bike lanes are physically separated from moving vehicles by bollards and/or a parking lane. 15.5 miles of these lanes have been built across the city, including segments of: Dearborn St in the Loop; Franklin Blvd, Jackson Blvd, and Lake St on the west side; Milwaukee Ave on the northwest side; and 31st St, 55th St, and Vincennes Ave on the south side.
- Buffer-protected bike lanes use a striped buffer to increase separation (compared to regular bike lanes) between bicyclists and moving and/or parked vehicles. 28 miles of these lanes have been built across the city.
- Chicago's Streets for Cycling Plan 2020 establishes the framework for creating a 645-mile citywide bicycle network, and CDOT aims to build 100 miles of protected bike lanes by 2015.



>> After

>> Lake St before (below) and after (above) installation of protected bike lanes



>> Before

Attractive and safe places for bicycling on Chicago's streets help everyone understand that bicyclists are regulated users of the roadway system - and not over or outside of the rules of traffic. Innovations such as bicycle traffic signals have been implemented with protected bike lanes, and bicyclist compliance with red lights is 1.6 times higher than prior to the installation of bike signals. Protected bike lanes also help reduce speeding, making streets safer for all users.

Ridership Increases Recorded During Peak Hours

Protected bike lanes increase ridership, and help reduce speeding, making streets safer for all users.

Kinzie St



55% increase during AM peak hours
>> about 350 cyclists before
about 550 cyclists after protected bike lane

Elston Ave



47% increase during peak hours
>> about 150 cyclists before
about 220 cyclists after protected bike lane

Dearborn St



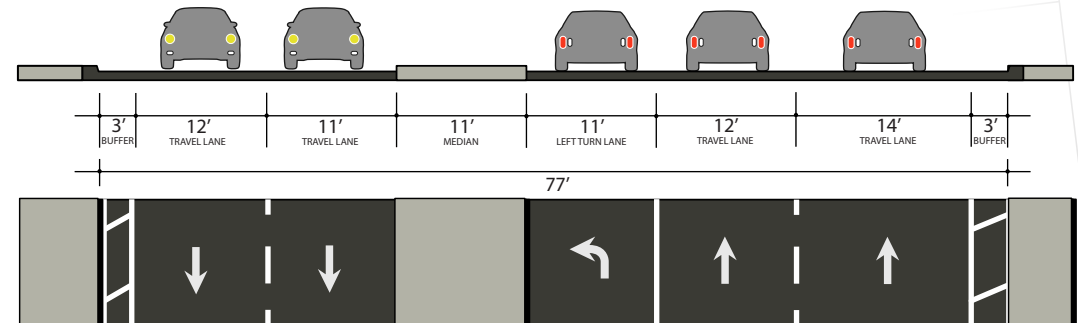
69% increase of northbound riders during PM peak
>> about 615 cyclists before
about 1,035 cyclists after protected bike lane

Creating Protected Bike Lanes

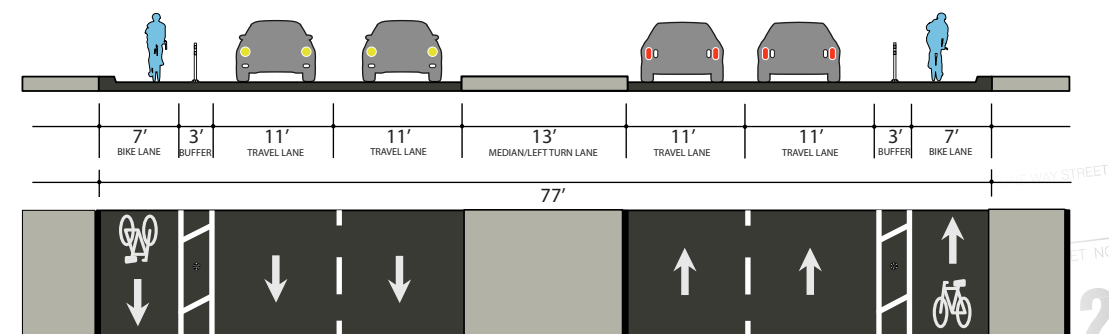
S. State St at I-55 Bridge

Existing Conditions:

Four lane cross section with concrete median



Proposed Conditions:





The Jeffery Jump is a CDOT and CTA partnership that marks the first step of bringing Bus Rapid Transit (BRT) to Chicago by implementing some Bus Rapid Transit elements to create an express bus service.

Spotlight

Jeffery Jump

The CTA currently has about 12,000 boardings per weekday on the Jeffery Jump corridor, and a faster, more reliable trip can potentially save a bus rider up to seven minutes.

The Jeffery Jump provides the foundation to develop Bus Rapid Transit projects in Chicago. Through this project, CDOT and CTA are demonstrating the 'proof-of-concept' for dedicated bus lanes, transit signal priority and queue jumps so they can be replicated on Bus Rapid Transit corridors in the Central Loop and on Ashland Ave.

- **Dedicated bus lanes:** CDOT has installed striping and signage on a two-mile stretch between 67th St & 83rd St to create dedicated bus lanes during rush hours (northbound from 7-9 AM and southbound from 4-6 PM).

- **Transit Priority:** Later this year, CDOT will upgrade traffic signals from 73rd St to 84th St with technology to provide early or extended green lights so that buses spend less time waiting at intersections.

- **Queue Jumps:** At Anthony Ave and Jeffery Blvd, CDOT will test a unique bypass lane and traffic signal to move buses ahead of general traffic and to the front of the queue at intersections.

- **High-Quality Stations:** To increase speed along this sixteen-mile bus route, the average spacing between Jeffery Jump stops is 0.25 to 0.5 miles. The Jump makes 19 stops between 103rd St and Lake Shore Drive; most Jump stations include high quality features such as lighted shelters with Bus Tracker displays, high-visibility kiosks, and ADA-accessible sidewalk ramps. Select locations also feature bike racks, benches, trash cans, and landscape planters. The CTA #15 bus continues to make all 37 local stops to maintain existing accessibility.



>> The commercial area showcase station at 71st St and Jeffery Blvd (above) includes unique sidewalk and crosswalk surfaces, and a larger shelter for weather protection.

Serving Chicagoans

The public helps act as our eyes and ears to keep on top of - and ahead of - items that require attention, with thousands of customer service requests received each year. We are making it easier for people to bring issues to our attention, improving our response time to requests, and also better tracking and publishing our progress at meeting service standards. Better service is also being achieved by bringing in new technologies to facilitate two-way communication between CDOT, our staff, and the public.

We have improved the public involvement process for our projects as well. From large interactive public meetings for projects like North Lake Shore Drive and the Bloomingdale Trail, to innovative crowd sourcing used to determine bike share locations, we are tapping into the wealth of local knowledge to do our work better.



Find out the status of your 311 service request

Request #, e.g. 13-01494526
Don't know your service request number? Call 311.

SUBMIT

Recent Service Requests

Graffiti Removal	#13-01494065	3 minutes ago
Street Lights All / Out	#13-01494025	6 minutes ago
Tree Debris	#13-01494775	13 minutes ago
	#13-01494750	13 minutes ago



Home About

Open Streets Chicago temporarily closes streets to vehicle traffic so that people may use them for walking, jogging, bicycling, dancing, skateboarding and more.

CDOT Pedestrian Signs

Serving Chicagoans

actions & progress

50,000

bike maps distributed

600

enrolled in
Greencorps Chicago youth
training programs

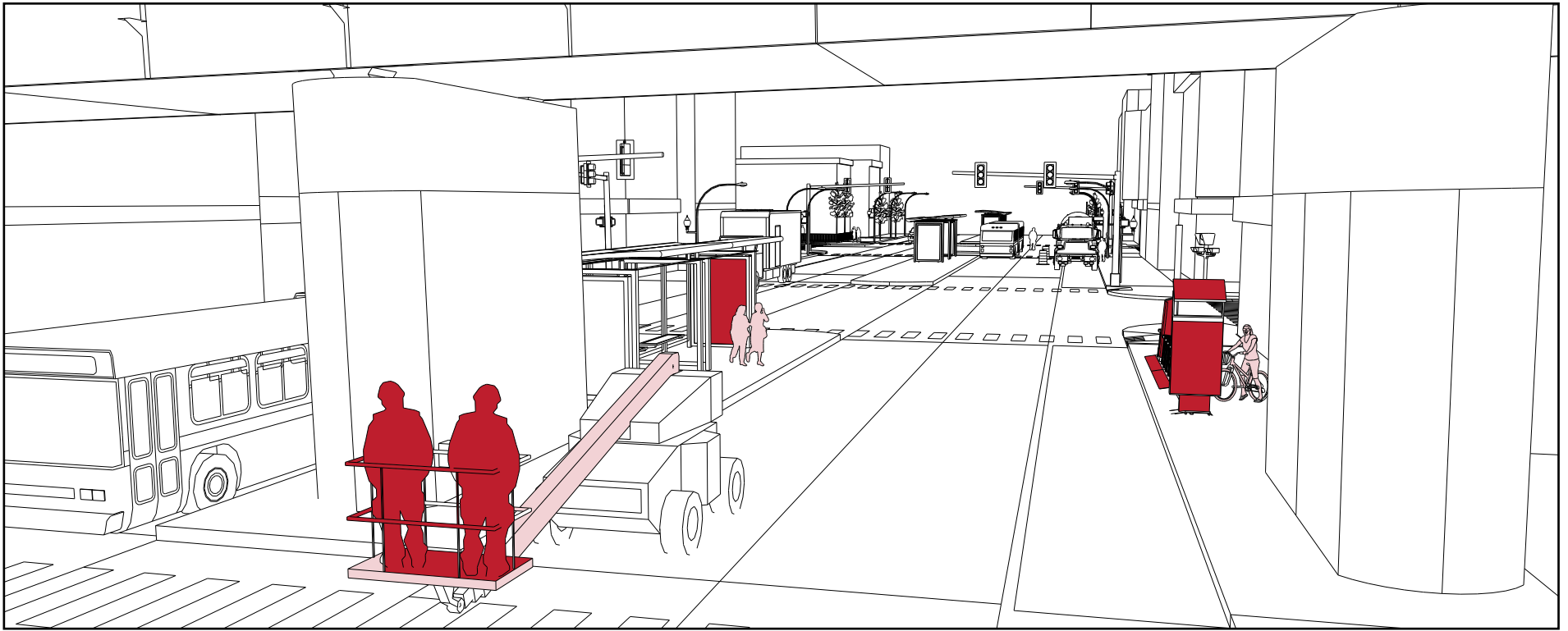
4,700

people reached weekly
by social media



1. Improve responsiveness

CDOT receives thousands of customer service requests each year and we strive to respond to them in an organized manner with quick action. Over the past year, CDOT has worked to simplify the public's process of making requests, collect better information so that issues can be resolved more quickly, and more publicly track requests and their completion status.



2. Enhance transparency and public communications

We want the public to know what CDOT is working on and how we are progressing toward goals. This creates accountability and allows two-way communication with citizens. In addition to publishing this document, CDOT increased its use of online social media tools to deliver information more quickly and also to respond to public questions or comments.

3. Disseminate customer information

With every trip and each turn along the way, each of us is faced with many choices of how to reach our destination. In order for people to get the best use of the transportation system, accurate and up-to-date information is required in useful places on the travel-times, cost, and convenience of different options. CDOT is working to increase the availability of such information so people can make well-informed decisions.

4. Build agency and staff capacities and increase efficiencies

At CDOT, our staff is our most important resource. We are supporting them with better tools so they can get the job done more efficiently, and assisting with professional development so that they are the most highly qualified professionals and front-line workers in transportation.

Improve responsiveness

- Citizens can now make service requests with the Chicago Works App or SeeClickFix website, and photos can now be included in the existing 311 system. 
- A new online “dashboard” reports progress on fixing potholes during the peak repair seasons of winter and spring. However, the 72 hour goal for filling potholes is not always feasible due to asphalt plant schedules. 
- The 311 system is now used to help monitor sidewalk snow removal concerns. 
- The CDOT website now directly links to the 311 system for reporting sidewalk issues. ADA ramp issues can now be specified as a distinct category. 
- The new Chicago Complete Streets website integrates a system for requesting bike parking and checking the status of requests. Requests via 311 and aldermen are imported twice a week. 
- Customer service tracking has been streamlined from 126 “request types” to 86, each including extra questions to ensure data is useable. 

Enhance transparency and public communications

- A reorganized and simplified CDOT website will be launched by the end of 2013. 
- CDOT responds to Twitter and other social media inquiries promptly, with more than 90% of posted inquiries receiving responses within one business day. 
- CDOT’s social media use has expanded, with over 5,800 Twitter followers, and over 1,200 Facebook likes and a weekly reach of over 4,700 users. 
- Work is still needed to provide more immediate news to residents via a department blog. 
- CDOT provided data sets to the City’s public “Open Portal” for free use by the public and app developers. Several apps are using real-time Divvy data. 
- A dashboard to report progress towards Key Performance Indicators and Action Items established in Chicago Forward is in final testing and will be on CDOT’s website this fall. 
- Work is still needed to develop and publish an easy to understand explanation of where and when different traffic management techniques or control devices are to be used. 



City of Chicago - Rahm Emanuel, Mayor
Department of Transportation
Gabe Klein, Commissioner
www.ChicagoBikes.org

symbol key



complete/
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in-progress



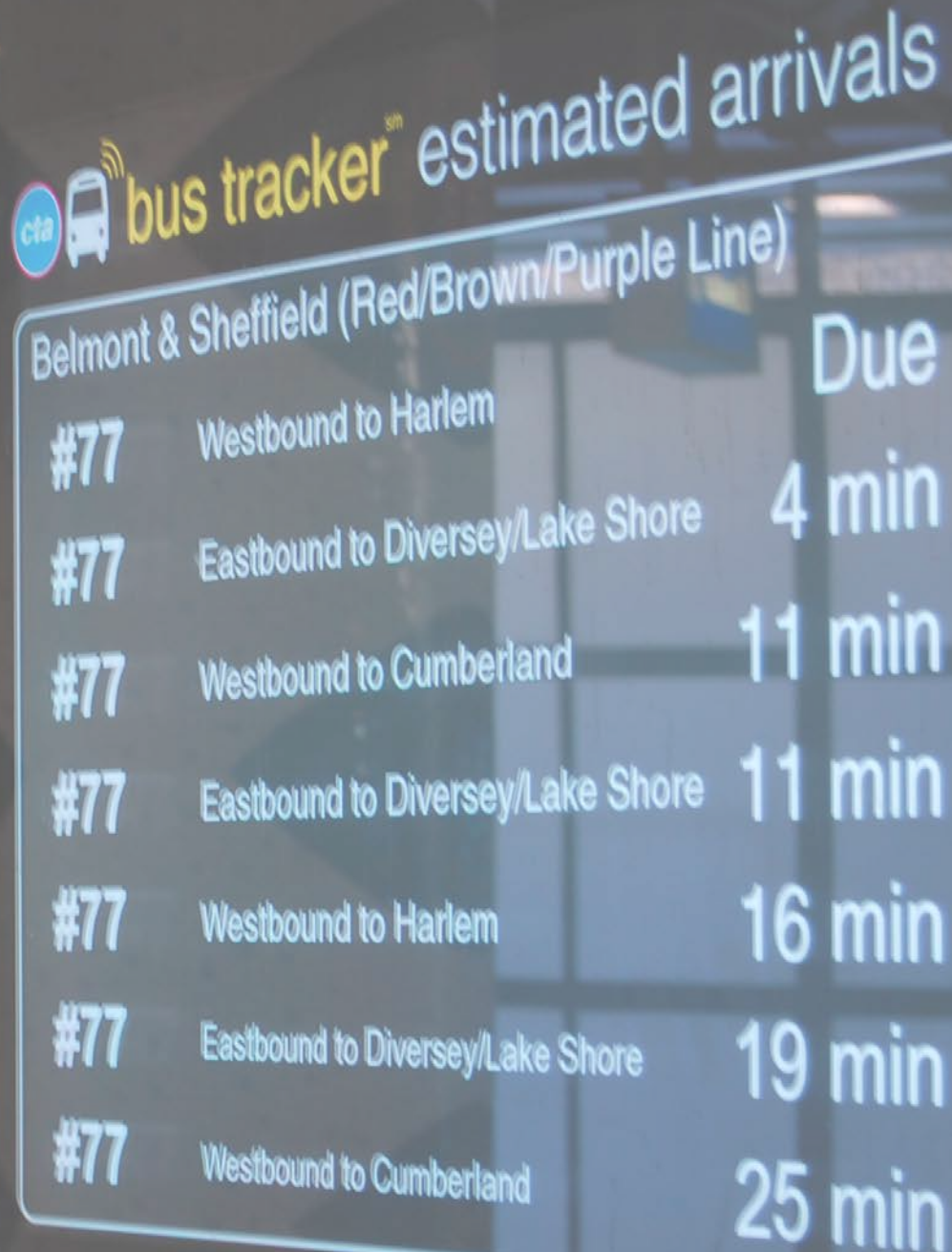
requires
improvement

Disseminate customer information

- Development is still needed for potential multi-modal information monitors in CTA bus shelters that display BusTracker, Train Tracker, Divvy, car sharing, and traffic information. 
- Over 50,000 bicycle maps are distributed by CDOT every year. 
- The Chicago Center for Green Technology is offering classes about sustainable transportation, homes, workplaces, and communities, including classes on the Complete Streets and Sustainable Urban Infrastructure Guidelines. 
- Initial tests have been done, but more work is needed to systematically display extended closures and to correct errors on popular online map services. 

Build agency and staff capacities and increase efficiencies

- CDOT created 'Labor Apprentices for Bridges,' a program to grow Chicago's skilled workforce and pass on the knowledge of today's workers. 
- Laptops and technology training will be provided to in-house construction crews for field data entry and to aid with infrastructure management. 
- CDOT and Greencorps Chicago partnered with the Department of Family and Support Services to train 600 at-risk young Chicagoans in horticulture and bike repair. 140 youth are continuing with the program during school year, including 20 as bike apprentices at Divvy. The placement rate for 2012 graduates of the adult program continues to be over 80%. CDOT also integrated landscape maintenance and mowing training into the adult program, and now Greencorps Chicago is responsible for CDOT landscaping services in southeast region of the city. 
- The Chicago Center for Green Technology offers nearly 100 classes each year that provide training in "green collar" jobs. 
- The new SharePoint system provides City agencies a central access point for data to improve permitting, installations, and enforcement. 



bus tracker sm estimated arrivals	
Belmont & Sheffield (Red/Brown/Purple Line)	
#77	Westbound to Harlem Due 4 min
#77	Eastbound to Diversey/Lake Shore 11 min
#77	Westbound to Cumberland 11 min
#77	Eastbound to Diversey/Lake Shore 16 min
#77	Westbound to Harlem 19 min
#77	Eastbound to Diversey/Lake Shore 25 min
#77	Westbound to Cumberland

New Actions

- + Secure funding to continue Greencorps Chicago Youth Program into the future including annual Divvy bike apprenticeships in partnership with the Chief Sustainability Officer and Department of Family and Support Services ☐
- + Develop an Agency Succession Plan and work to ensure that new job titles are created in the budget process that give lower level employees the opportunity to take on greater responsibilities to prepare for future management roles. ☐



Project Coordination Office

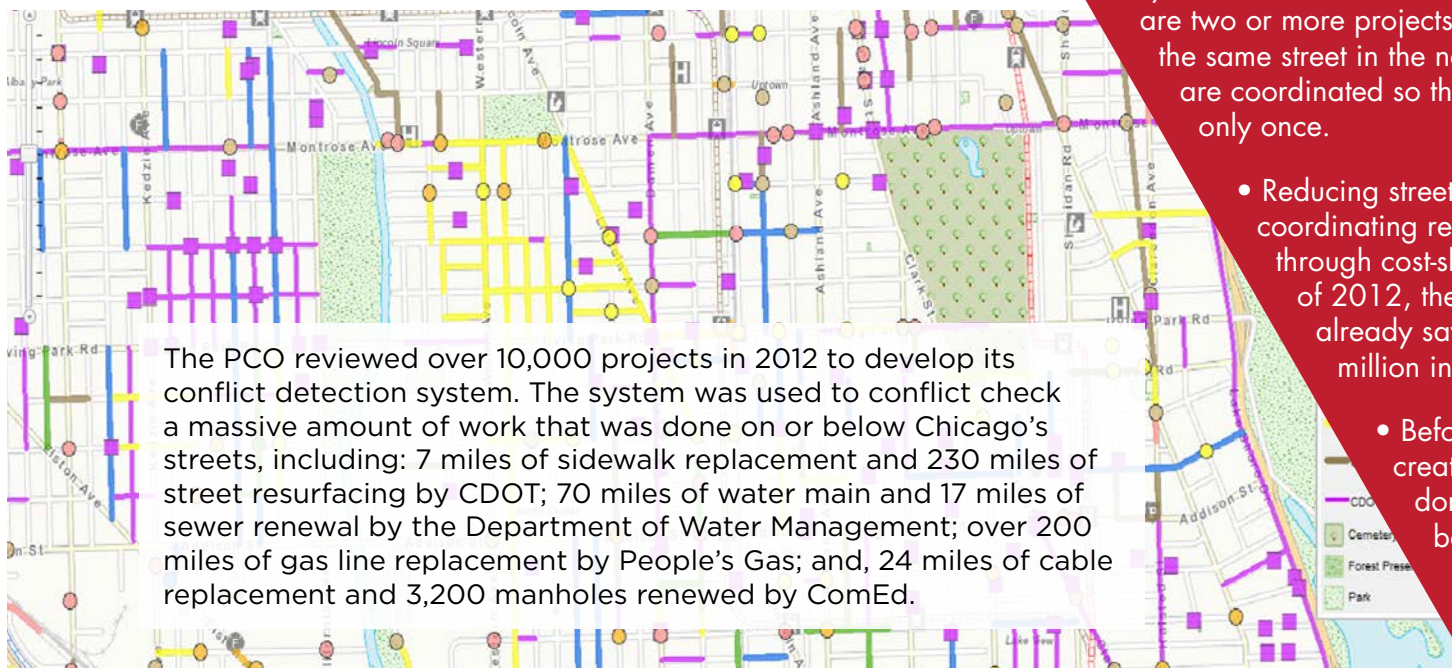
CDOT has created the Project Coordination Office (PCO) to coordinate the schedules of improvement projects by city departments and electric, gas and telecommunication utilities that affect city streets.

- The PCO provides a systematic approach to coordinate projects to eliminate duplicative work, save resources, and reduce the amount of time Chicago's streets are closed or obstructed due to construction.

- Before a permit to open a city street for a utility company or the City of Chicago work is issued, the PCO reviews construction plans to see if there are any conflicts with other scheduled work. If there are two or more projects planning to excavate the same street in the near future, the projects are coordinated so that the street is cut into only once.

- Reducing street excavations and coordinating restoration saves money through cost-sharing. By the end of 2012, the PCO's efforts had already saved the City over \$10 million in construction costs.

- Before the PCO was created, coordination was done on a case-by-case basis, mostly through interpersonal contacts between agencies.





DIV·VY È

*1. To divide and share
2. Chicago's new bike
share system*



Spotlight

Bike Share

Chicagoans and visitors rode Divvy bikes over 1,500,000 miles in the first four months of service, taking more than 590,000 trips. After just one month, users had ridden more miles than the distance to the moon. And on Saturday July 20, Divvy was the busiest bike share system in the world as measured by the percentage of available bikes in use, beating the popular systems of Rio de Janeiro, Taipei and New York City.*

- **Mobility:** Divvy gives Chicagoans and visitors access to a bike when they want one, without having to worry about storage, security, or maintenance. The system is envisioned for short point-to-point trips and to help commuters complete the first or last few miles of their trip.

- **Pricing:** For \$75 per year or \$7 per day, people can access Divvy's fleet of specially designed, heavy-duty, very durable bikes, and ride between any two docking stations placed in neighborhood locations across Chicago - 24 hours a day, 365 days a year.

- **Fleet:** CDOT is working to install 300 docking stations and deploy 3000 shared Divvy bikes this season. Our goal is to expand to 4,000 bikes at more than 400 neighborhood locations in 2014, and then further expand to at least 475 stations to serve more neighborhoods and some adjacent suburbs.

- **Availability:** The station network provides seventy percent more docking points than bicycles so an open dock to return a bike will be nearby. Divvy stations are also wireless, solar powered and modular so that they can be easily installed and adjusted in size to meet needs.

- **Network:** The current service area for Divvy is roughly from Berwyn Ave to 58th St (north-south), and from California Ave to Lake Michigan (west-east). It will expand in all directions in 2014. CDOT solicited suggestions from the public on where the stations should be located; Chicagoans gave more than 1,300 location suggestions and 11,000 votes of support.

- **Ownership:** CDOT owns all of the Divvy bikes, stations and vehicles. CDOT works in a public-private-partnership with Chicago Bike Share, the company that operates the system. Local companies and community organizations are also partners in the program and have encouraged their employees and members to join Divvy at discounted rates.



* As measured by the percentage of available bikes in use. According to analysis by the Centre for Advanced Spatial Analysis at University College London.

A More Sustainable City

CDOT has been a national leader in building transportation facilities in a way that is more sensitive to ecological processes. This helps maintain the important functions that the natural environment provides, and in doing so improves the quality and sustainability of urban living for Chicagoans.

We continue to work to enlarge Chicago's tree canopy which provides shade and cooling for our city, to build streets and alleys that let more rainwater soak back into the earth, and to reduce, reuse and recycle materials in all our construction projects.





A More Sustainable City

actions & progress

3,800
street trees planted

168 electric vehicle
charging stations installed

1,150
traffic signals retrofitted with LEDs

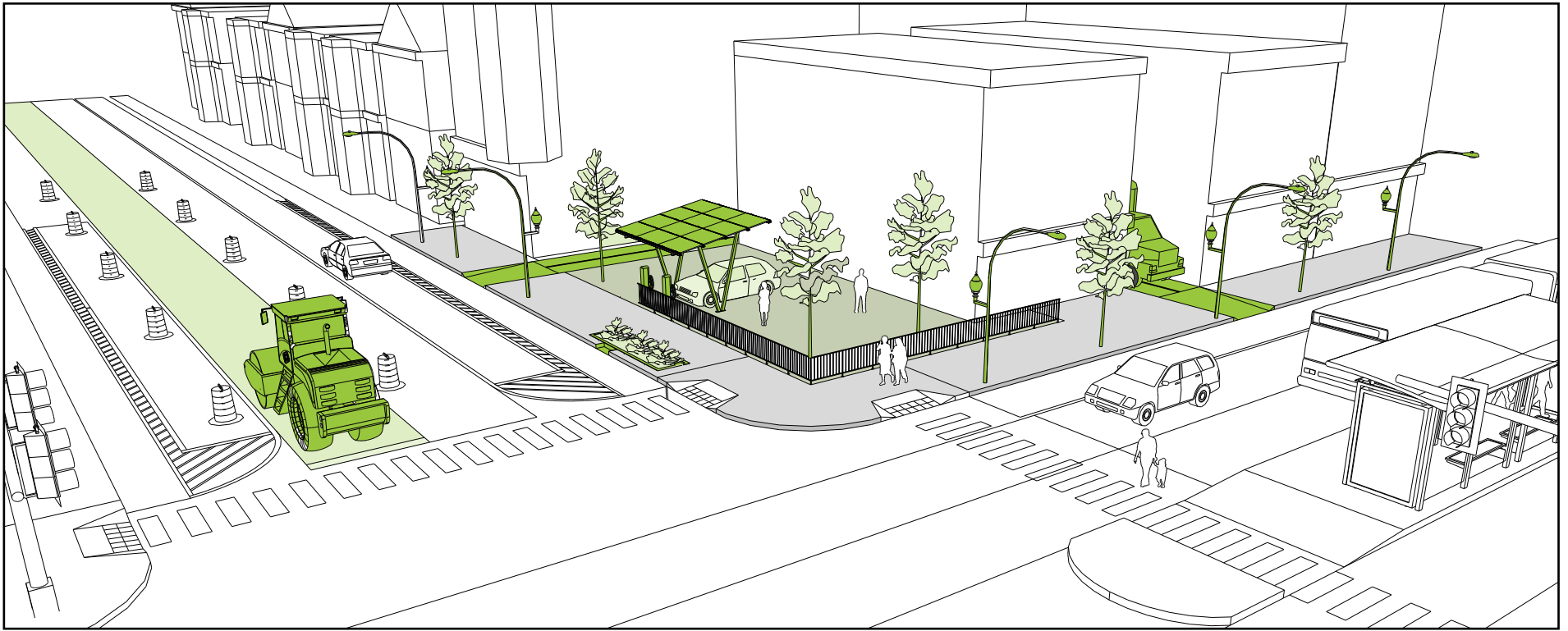
1. Support the Sustainable Chicago 2015 Action Agenda

The Sustainable Chicago 2015 Action Agenda is focused on making Chicago the most livable, competitive, and sustainable city. In response, we are supporting increased transportation options through new bike lanes, the Divvy bike share program, alternative fuels, and street design that supports walking. We are also creating new public spaces throughout the city, expanding tree cover, incorporating stormwater management, and innovating through sustainable materials.

2. Enhance CDOT's GreenStreets Program

For over 20 years, the GreenStreets program has worked to bring one of the most valuable assets to Chicago's streets: trees. Last year (2012) marks Chicago's 31st recognition as a Tree City USA Community, and CDOT continues to grow the urban forest canopy and helps to advocate the ecological, economic, and social benefits of trees in the city.

>> Solar and wind powered street lighting



3. Reduce stormwater runoff quantity while improving quality

Rainwater is a precious natural resource that is vital to recharging streams and sustaining plants and trees. However, due to design practices of the past, rainwater all too often overwhelms the city's sewer systems or ends up pooling on roads and in alleys where it can pick up contaminants. CDOT recently adopted the Sustainable Urban Infrastructure Guidelines to create designs such as 'green alleys' that better manage stormwater. The City's Department of Water Management is also addressing this issue with its Green Stormwater Infrastructure Strategy.

4. Promote energy efficiency to reduce energy consumption

With over 250,000 streetlights across the city, CDOT is a major consumer of electricity. We are working to reduce energy consumption from lighting, and simultaneously improve lighting quality, by retrofitting fixtures with low-energy lamps and investigating opportunities to use renewable power sources like solar and wind.

5. Reduce material waste and associated emissions by increasing the use of recycled materials and other environmentally preferable practices

CDOT's program of repaving, reconstructing and building new requires a large amount of materials to sustain it, and generates equally large quantities of waste products. To minimize the ecological impact of our operations we practice the 'three-Rs': reducing materials required; reusing construction wastes generated; and using materials with recycled content.

Support the Sustainable Chicago 2015 Action Agenda

- Proposals to launch a Travel Demand Management program will be solicited in Fall 2013. Work will then begin to sign up 100 medium or large employers. 
- 168 electric vehicle charging stations have been installed as part of an effort to create the world's most dense network of electric quick-charge stations. 
- To promote the use of Compressed Natural Gas, a CNG-only taxi stand was installed at Union Station and Ozinga has converted a CNG refueling station installed for their cement mixer fleet into a publicly accessible CNG station. 
- Research to develop a carbon emission calculator for the city is continuing. 
- CDOT staff will participate in four grassroots events in 2013 to promote the City's anti-idling ordinance and have taught classes on air quality, active transportation, and energy efficiency for the Chicago Conservation Corps program. 

Enhance CDOT's GreenStreets Program

- CDOT will plant approximately 3,800 more trees in 2013, moving closer to the goal of increasing canopy cover from 17% to 20% by 2020. 
- CDOT GreenStreets introduced two new tree cultivars in 2013 (Maclura pomifera 'White Shield' and Prunus sargentii 'Accolade') to promote species diversity and healthier urban forests. 
- According to the National Tree Benefits Calculator, trees planted in 2013 will annually intercept 435,578 gallons of stormwater and sequester 157,477 lbs of CO₂. 
- CDOT conducted three presentations on the measurable benefits that trees provide. 



symbol key



complete/
ongoing



in-progress



requires
improvement

Reduce stormwater runoff quantity while improving quality

- CDOT adopted the Sustainable Urban Infrastructure Guidelines (SUIG) in July 2013. They will be published online this Fall. ✓
- 27 Green Alleys were installed in 2012, of which 9 integrate water infiltration. Green alleys are now agency standard, and construction is underway to again, in 2013, meet our annual goal of 20 new blocks. ✓
- CDOT continues to restrict use of pre-emergent herbicides during tree planting operations. ✓
- Initial studies of the effectiveness of the Cermak Rd/Blue Island Ave Sustainable Streetscape on stormwater management show that the infiltrating planters and bioswale are operating well, and permeable pavers are operating well but are subject to periodic clogging. ✓

Promote energy efficiency to reduce energy consumption

- 1,150 traffic signals were retrofitted with LED lighting by 2012, cutting energy consumption by 90%. ✓
- 250-watt high pressure sodium lights were replaced with more efficient, new 90- or 140-watt metal halide luminaires on 190 blocks of residential streets and 11,000 alley fixtures. ✓
- 400-watt high pressure sodium lights were replaced with more efficient 315- or 210-watt metal halide luminaires on segments of Lake Shore Drive and Western Ave. ✓
- Construction began this summer to upgrade the lighting around Union Station to be more energy-efficient. ➡
- Testing will start in the fall for new energy efficiency technologies such as LED street lights, wind- and/or solar- powered street/alley lights, and street identifiers with wind turbines. ➡

Reduce material waste and associated emissions by increasing the use of recycled materials and other environmentally preferable practices

- Smaller projects, such as resurfacing and sidewalk repairs, regularly exceed the goal of recycling 80% of construction waste. The goal is much more difficult on larger projects due to the variety of wastes generated and challenges of tracking materials removed. Therefore, SUIG has revised the goal to recycling 50% of construction waste for projects starting design after July 2013 and 65% for projects starting design 2015 and beyond. ➡
- All asphalt grindings from CDOT projects are now recycled and used as a binder layer, exceeding the goal of recycling 75% of asphalt. ✓
- 100% of concrete from the Kingsbury St reconstruction was reused. This will be the policy on similar projects in the future. ✓
- All CDOT programs now use at least 30% recycled-content concrete. The Michigan Ave resurfacing achieved 45%. [See page 64] ✓
- Asphalt depth has been reduced from 4" to 2" using a thin overlay pilot, yielding a 50% material reduction. ✓

New Actions

- + Launch the E-Truck Voucher Program to assist Chicago area businesses and organizations with the cost of converting their fleets to use more Electric Vehicles. [See Page 63]
- + Partner with the Department of Water Management to make capital improvements that serve their Green Stormwater Infrastructure Strategy initiative.
- + Work with sister agencies and departments to extend usage of the Sustainable Urban Infrastructure Guidelines.
- + Convert signals at the remaining 700 intersections to LED lighting by end of 2014.



Electric Vehicle Voucher

CDOT is launching an innovative incentive program to help Chicago area fleets deploy over 200 electric trucks in their operations.

- The program, funded with a \$15 million federal Congestion Mitigation and Air Quality grant, will provide vouchers to assist companies in reducing the costs of converting their truck fleets in Chicago from diesel to zero-emission Electric Vehicles (EVs).
- This program encouraged Smith Electric Vehicles to announce that it will open an electric vehicle manufacturing facility in Chicago which would create hundreds of jobs and boost the rapidly growing battery and electric vehicle sector in the City.
- The City is also considering further incentives to complement the voucher program such as preferential loading zones, and lower registration costs.
- Previous programs have helped the City to deploy over 400 cleaner-fuel vehicles and to create the densest network of EV fast-charge stations of any major city.

>>Greater use of Electric Vehicles not only reduces greenhouse gas emissions and use of fossil fuels, but it also greatly reduces fuel and maintenance costs for fleet operators.





With a tight timeline and tight budget to resurface North Michigan Avenue, CDOT created a new recycled paving material to reduce costs, and...



Spotlight

Michigan Ave Resurfacing

... the result is a truly magnificent mile.

- A very strong surfacing material known as stone-matrix asphalt mix was required to stand up to the amount of traffic and high number of buses that use Michigan Ave. CDOT worked with materials engineers to create a new asphalt mix with more recycled-content than ever.
- Michigan Ave now contains 45% recycled content, including rubber from 2,200 old tires, roofing shingles from about 130 homes, and 24 truckloads of ground-up pavement reclaimed from other roads.
- The new recycled material creates a higher quality street that is stronger and also quieter because of the rubber content. It is also dramatically cheaper, creating a 40% cost savings compared to conventional pavement.
- It is estimated that using these recycled materials reduced greenhouse gas emissions by at least 24% compared to using all-virgin materials. This creates a win-win-win for the city: better, cheaper and greener.
- The National Asphalt Pavement Association awarded its first-ever Environmental Leadership award to CDOT for this effort to develop a much more environmentally responsible paving material.



Fuel our Economy

Chicago's economy continues to experience growth and CDOT has a tremendous role in making it happen. Businesses choose Chicago because of its wealth of transportation infrastructure. Manufacturers can easily locate near freight rail, and small businesses benefit from access to rapid transit and to Divvy bike stations. We are working to create facilities that support Chicago's 21st Century global economy.

CDOT also helps support local business growth in neighborhoods across the city by creating safe, livable streets where people enjoy spending time. These accomplishments are due to unique partnerships established with community groups and local aldermen.





Fuel our Economy

actions & progress

12 People Places installed

Food Truck Stands installed **30**

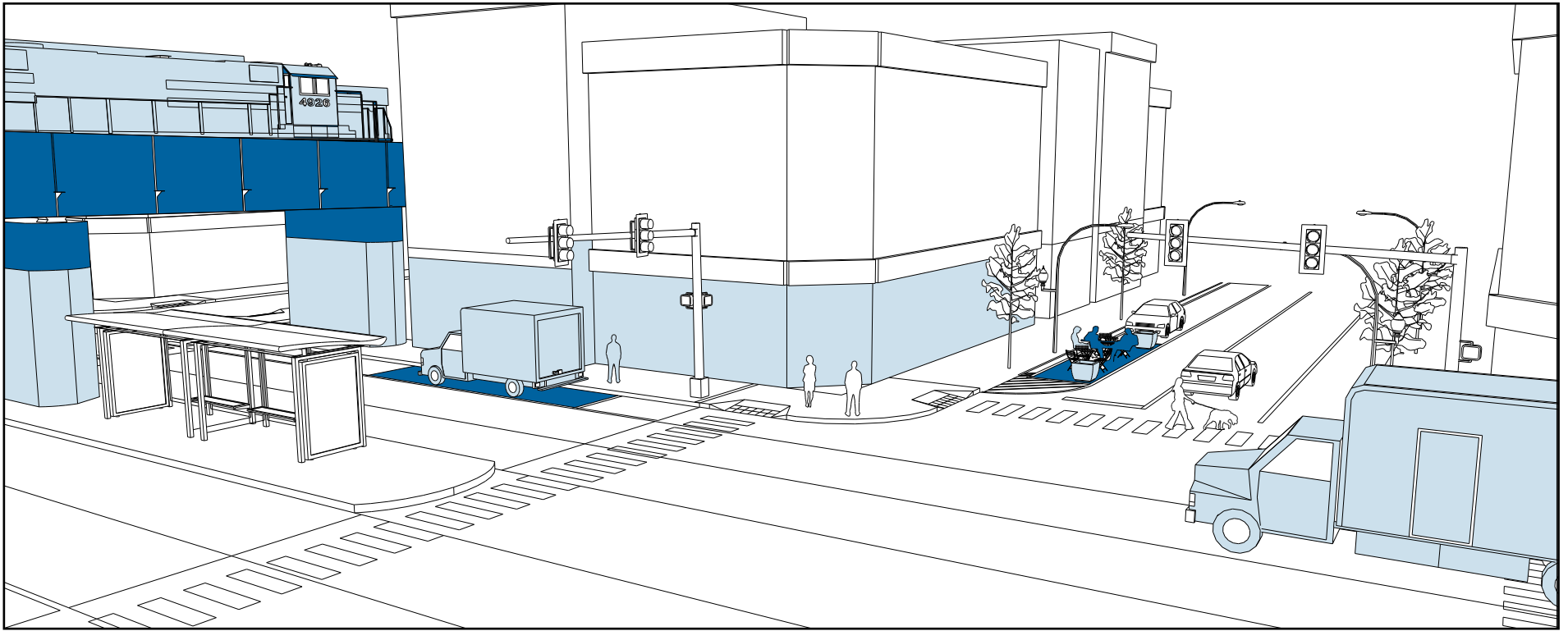
17 CREATE projects completed

1. Make great streets and developments that enhance commerce and attract jobs

Streets bring together neighborhoods, people, public space, and businesses. CDOT strives to build streets and to guide the development around them in a way that creates vitality in the city by attracting people to come and to stay, socialize and shop. In addition to major streetscape projects, we are working to develop ways to utilize the public right-of-way to provide more public space.

2. Improve freight rail operations and facilities in the Chicago hub to improve mobility, reliability, and competitiveness

Chicago grew up around rail; it's our history and future. That's why CDOT continues to be a key partner in the CREATE program, working with the Illinois Department of Transportation and all of the railroads in the region to design, find funding for, and build 70 critical projects that will decongest key bottlenecks in the freight rail network and help improve air quality.



3. Improve services and operations for truck mobility for the efficient movement of goods and economic competitiveness of the central city

Nearly every business sector relies on truck deliveries in some form or fashion; these trucks literally drive our economy. CDOT is working to create ways to help trucks find the smartest routing through the city and to better manage the times and places where they load and unload.

4. Be a leader - and a partner - in the region

A strong region makes for a strong city. Chicago supports and actively seeks agreements and cooperation with a vast array of agencies, municipalities, other governmental entities, and for-profit and not-for-profit organizations. Among those we work closely with are CTA, Amtrak, IDOT, Chicago Metropolitan Agency for Planning, Metra, freight railroads, RTA, the Illinois Department of Natural Resources, and adjacent cities and villages.

5. Improve Chicago's and Chicagoans' connections to the nation and the world via air and rail.

At CDOT we work to not only bring our neighborhoods together, but also to bring Chicago to the rest of the globe. Chicago's role as a hub in highway, rail, and air transport is key to the vitality of our economy in a globalized world.

Make great streets and developments that enhance commerce and attract jobs

- Construction finished this summer on a new US Route 41 (79th to 92nd) through the old USX South Works steel mill site and it opened in October 2013. ✓
- Design is finished and construction will soon begin on the 71st St Streetscape to help improve safety, expand mobility, and support local businesses. ✓
- The Cermak Rd/Blue Island Ave Sustainable Streetscape Project was finished in 2012. ✓
- Engineering for the Lawrence Ave Streetscape (Western to Clark) is finished, and construction will be done by the end of 2014. ✓
- Design work is underway for three major commercial streets to be reconstructed by 2014: Milwaukee Ave (Kilpatrick to Belmont), Grand Ave (Pulaski to Damen), and Lake St (Damen to Ashland). ➡
- The Make Way for People Program's ordinance created a process for "pop-up" uses of the public way. ✓
- 9 People Places have been installed to activate underutilized public right of way, and 4 to 7 more are in various stages of development. [See page 74] ✓
- 11 new bike corrals have been installed (beating the 2013 goal of 10), and an additional 10 are in progress to meet the target of 25 by 2014. ✓
- CDOT is finalizing standards for traffic impact analyses to be submitted to the Planning Commission for adoption into zoning guidelines. ➡
- 'Go Bronzeville' is CDOT's first individualized marketing Travel Demand Management program. A call for consultant proposals will be issued in 2013 to develop a regional TDM program. ➡



Improve freight rail operations and facilities in the Chicago hub to improve mobility, reliability, and competitiveness

- The 130th St/Torrence Ave grade separation is on schedule to be finished by Spring 2015. [See page 76] 
- City-wide viaduct improvements funded by a federal TIGER Grant Program were completed in 2013. 
- CDOT is coordinating with Metra on the construction of the Englewood Flyover which is on track to be built by 2014. 
- Planning and design contracts have been awarded for CREATE program grade separation projects at Archer Ave/Kenton Ave and Columbus Ave/Maplewood Ave. 
- To seek additional available funding CDOT, IDOT and CREATE partner railroads submitted a joint application to U.S. Department of Transportation for a TIGER V grant. 
- CDOT continues to work with CREATE partners on a wide range of projects: 17 are complete, 12 under construction, 6 in final design, and 13 in planning/engineering. 
- CDOT is working with IDOT and the Association of American Railroads to craft CREATE's legislative message for upcoming federal transportation funding debates. 
- Public outreach materials are regularly updated on the CREATE website, as are presentations to stakeholders, organizations, and officials. The CREATE computer simulation has also been updated. 
- CDOT and railroad partners are working to prepare a comprehensive update to the CREATE economic benefit analysis. 
- Following CDOT discussions with railroads on potential alternative freight rail routings to address community impacts and at-grade crossings on the far South Side, cost calculations and coordination with CTA are underway. 

Improve services and operations for truck mobility for the efficient movement of goods and economic competitiveness of the central city

- An evaluation of curbside loading zones and an implementation plan to improve their use will begin in early 2014. [See also Food Truck Stands on page 75] 
- We are exploring ways to use technology to better inform truck drivers of congestion and loading zone availability. 
- An analysis of loading zone "hot spots" is underway. A city-wide inventory of all private benefit signage is expected to start this fall. 
- The Truck Route Planning Study (TRPS) is expected to be done by early 2014, and will help develop truck route maps and other digital tools to assist truck trip planning. 

Be a leader - and a partner - in the region

- We continue to pursue the goals of the Chicago Metropolitan Agency for Planning Go To 2040, including the Union Station Master Plan and planning for future CTA rail extensions. 
- A call for consultant proposals to launch a Travel Demand Management program will be released Fall 2013 and will be coordinated with the Regional Transportation Authority. 
- Civic partnerships to support Bus Rapid Transit planning continue, such as the station design competition led by the Chicago Architecture Foundation. 
- CDOT is working with adjacent municipalities on cross-boundary trails, such as the design of the Weber Spur Trail with the Village of Lincolnwood. 
- CDOT and the suburban Council of Mayors are working together regarding future allocation of Surface Transportation Program funding. 
- CDOT worked closely with the National Association of City Transportation Officials on a conference and a manual of urban design standards. 
- The Metropolitan Mayor's Caucus withdrew its anti-idling campaign at schools, so CDOT support is no longer required. N/A

Improve Chicago's and Chicagoans' connections to the nation and the world via air and rail

- CDOT is working with Amtrak and Metra to design a potential additional north track serving Union Station to accommodate more commuter rail service and future High Speed Rail service. 
- CDOT, Chicago Department of Aviation, IDOT, Federal Railroad Administration, Amtrak, and Metra are working to find opportunities to integrate O'Hare Airport into the Midwest rail network. 
- Work is still continuing by CDOT and the Chicago Department of Aviation to explore possible enhancements to transit connections between Downtown, O'Hare, and Midway. 
- University of Illinois work on the State of Illinois Feasibility Study for Very High Speed Rail has been completed and is under review. 

symbol key



complete/
ongoing



in-progress



requires
improvement

New Actions

- + Start construction of the first commercial “Shared Street” project on Argyle St (Broadway to Sheridan) to serve the Southeast Asian-oriented business district there. [See page 41] ☐
- + Start design of a “Smart Street” on Fulton St (Ogden to Morgan) that incorporates technology and sensors to provide data on street use. ☐
- + Activate 10 public plazas through the Make Way For People program. ☐
- + Partner with community groups to install 10 People Spot locations per year. ☐
- + In cooperation with the Department of Housing and Economic Development, update the City’s downtown parking policy to improve the management of demand for downtown parking. ☐
- + Design is underway and a \$98,660,000 federal TIFIA loan has been secured for the Chicago Riverwalk downtown. Construction should begin on the State St to LaSalle St segment in 2013 and LaSalle to Lake St segment in 2014. ☒
- + Rebuild roadways, sidewalks, curbs, and gutters under 11 railroad viaducts throughout Chicago in 2014 through the CREATE Program’s Viaduct Improvement Project. ☐
- + Upon its completion, use the Chicago Truck Route Planning Study to help develop a Viaduct Capital Improvement Plan. ☐
- + Represent the City as CMAP seeks to update the Go To 2040 Plan. ☒
- + Develop a framework for a CDOT Comprehensive Multimodal Transportation Plan that will integrate with regional plans. ☐
- + As part of Chicago’s Neighborhoods Now program, design and construct streetscape projects to encourage neighborhood development, including: Fulton St (Ogden to Halsted), Michigan Ave (23rd to 24th), Damen Ave (Van Buren to Monroe), and at Broadway’s intersections with Lawrence and with Sheridan. ☐

Make Way for People

Whether we drive, bike, ride transit or walk, we are all people!

- The Make Way for People program works to cultivate community and culture in our city by creating memorable public spaces in the existing public right-of-way. CDOT and neighborhood partners team up to open Chicago's streets, parking spots, and alleys to create new parks, parklets, plazas, and passageways.
- These placemaking projects support economic development for local businesses, improve street safety, and promote walkable communities for the enjoyment of all residents. They generally cost less than traditional parks projects, and can therefore be installed quickly to serve as a platform to test new ideas in distinctive public space design.
- Make Way for People had 4 pilot locations last year and is expanding to 12 locations in 2013. In June 2013, CDOT celebrated the grand opening of "The Gateway" on State St (Lake to Wacker Drive) in Chicago's downtown. This public space, which was formerly just an standard everyday median, is now filled with bright tables and chairs occupied by people, flowerboxes, trees and banners welcoming Chicagoans and tourists to the Loop.



>> The Gateway contributes to balanced urban planning in the central area, as well as preserving vital downtown green space.



Food Truck Stands

Chicagoans are often on the go, and increasingly so are our options to eat.

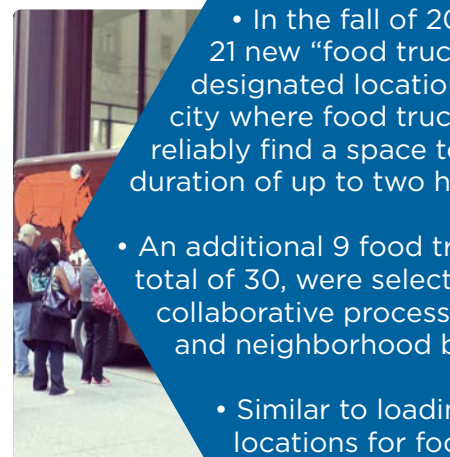
- Food trucks are a growing part of Chicago's economy. Chicago has approximately 120 food trucks serving hungry diners, including 13 trucks licensed to cook onboard with more expected to launch shortly.

- In the fall of 2012, Chicago established 21 new "food truck stands," which are designated locations in busy parts of the city where food truck operators can now reliably find a space to park and operate for a duration of up to two hours.

- An additional 9 food truck stand sites, for a total of 30, were selected in 2013 through a collaborative process with CDOT, aldermen, and neighborhood business communities.

- Similar to loading zones, dedicated locations for food truck stands help create an organized place for business-related activities on city streets.

- Food trucks can also operate in legal metered parking spaces 200 feet or more from a retail food establishment.





We decided to build a bridge 400 feet long, 67 feet high, and weighing 4.3 million pounds, and then roll it into place. Building a bridge offsite and transporting it to its final location saves time and money.

Spotlight

Torrence Ave Grade Separation

How do you CREATE a new bridge in just a matter of hours? By rolling it in to place...

- The new bridge for the Chicago South Shore and South Bend commuter rail line at 130th St and Torrence Ave is part of the Torrence Avenue Grade Separation Project.

- Crews used four self-propelled mobile transporters to move the fully assembled bridge several hundred feet from the assembly site up on to its bridge piers. It is believed to be the largest truss bridge ever moved into place after being assembled offsite.

- When the entire project is finished, two at-grade crossings of Norfolk Southern freight tracks with Torrence Ave and 130th St will be eliminated. Both roadways will be lowered about 25 feet to build new bridges that will carry the Norfolk Southern freight tracks above the roads, while the new truss bridge carries Metra trains over the freight tracks.

- The current at-grade crossings lead to hundreds of hours of delay each day for 32,000 vehicles. This also impacts the production line of the nearby Ford Motor Company assembly plant, which supports 4,000 jobs. Vehicles going to the shipping yard can get stuck for up to 20 minutes because of passing trains.

- The project is just one part of the CREATE program: a partnership between US DOT, the State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads to invest billions of dollars in critical infrastructure needed to increase the efficiency of the region's passenger and freight rail network.



Visit www.chicagodot.org to read these plan and policy documents mentioned in the Chicago Forward Update and to learn more about the projects in progress.



>> Chicago Forward.

ACKNOWLEDGEMENTS

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Chicago Transit Authority (p.38); People for Bikes.org (p.32-33, 54); twitter.com (p.14 #conhur); flickr.com (p.17 #chicago man, p.22 #ifmuth, p.55 #pam_broviak).





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